monthly report

October 13, 1964

SECT. 2.08

NEW JERSEY STATE HIGHWAY DEPARTMENT

LEGAL

At the end of August, 424 highway condemnation hearings were pending. At the end of September, 422 hearings were pending. There were 18 hearings during the month, but 16 new cases were filed.

Under procedures instituted some time ago, the U. S. Bureau of Public Roads makes periodic spot checks of Highway Department activities involving the use of federal funds. Accordingly, two attorneys from the Bureau recently visited the Legal Bureau and checked its records. Their formal report is still to be received, but while here they expressed the feeling that the Bureau was badly understaffed.

ELECTRICAL BUREAU

The demand on the part of municipal officials and interested citizens for traffic signals as safety devices on the State Highway System continues to mount, despite the fact that signals adversely affect the flow of traffic thereby promoting congestion.

Nevertheless, the number of signals installed on State highways continues to increase. A total of 74 signals, 34 of them entirely new and 40 representing revisions, are presently under construction. Design is progressing on an additional six installations.

At the present time, 1,160 traffic signals are in operation on the 1,930-mile State Highway System.

[illegible]

At the end of August the Highway Commission brochure were printed. At the end of September, 122 brochures were returned. There were 18 brochures during the month, but 18 new ones were filed.

Other promotional activities were also made. The U. S. Bureau of Public Roads made a particular effort to promote Highway Beautification activities involving the use of federal funds. Additionally, the Conference from the Bureau to Marty addressed the Local Government executives the region. It's Federal project is still to be completed, but which have they experienced the feeling that the Bureau was fully understanded.

Expenditures

The General on the part to qualified activities and increased activity. The Federal assistance to safety devices on the State Highway System continued to boost, despite the fact that [illegible] only after the flow of traffic - thereby preventing congestion.

Advertising, the number of signs increased on State highways contrary to expectations. A total of 74 signs, 38 of them are likely not and of [illegible] conditions, are currently under consideration. Section 16 permits signs on [illegible] six installations.

At the present time, 1,100 signs, elements are in operation on the Highway [illegible] system.

PUBLIC INFORMATION BUREAU

A most important organizational accomplishment during September grouped Bureau personnel involved in photographic, models and exhibits, cartographic, and direct public contact activities together into a Community Relations Section. Previously, each of these activities, as well as the other activities of the Bureau in the fields of construction program reporting, radio-T.V. programming, statistical research, production and distribution of publications, and stenographic and clerical services, all required direct supervision by the Director of the Bureau. The formation of the Community Relations Section and the delegation of direct supervision to a Section Chief has already resulted in a better coordination of use of the personnel and equipment along with other efficiencies that result from closer supervision. For the purpose of this report the Bureau's major activities have been grouped together under Community Relations Section and a General Services and Office Section.

Community Relations Section

Direct public contact -- Addresses were delivered before 30 business and civic organizations; 14 assignments were carried out involving personal visits by the Section Head in response to complaints or requests that the Commissioner's office felt could be best resolved by personal contact of a public relations nature; initiated and directed 6 Information Centers, (a new deivce which brings to residents of an area where construction is about to begin the specific plans and personnel necessary to answer any and all questions posed by visitors. Attendendance at each center ranges from 25 to 400 visitors); participated in 8 Department Pre-Construction

PUBLIC INFORMATION BUREAU, cont'd.

conferences; explained the advisory relocation services of the Department on the occasions of four Public Hearings; arranged for and directed three Highway Dedication Ceremonies; and produced 34 news releases, dealing mostly with right of way matters.

To round out the Section Chief's knowledge in the Community Relations field he was enrolled in and completed a course in urban problems presented by the Urban Study Center of Rutgers University.

Photographic Unit

This unit produced approximately 10,000 photographic prints; carried out approximately 140 photographic field trips and arranged for the use of visual aid equipment on more than 200 occasions.

These figures were based on accurate records kept during the last half of the fiscal year which showed the following distribution of photographic services:

Division of Maintenance & Operations	1,569
Bureau of Public Information	993
Office of Investigation, Safety & Security	356
Bureau of Planning and Traffic	276
Right of Way Division	275
Bureau of Contracts (Maintenance Div.)	180
Bridge Division	132
Claims Bureau	126
Road Construction Bureau	115
Laboratory	35
Personnel	8
Railroad Division	8

PUBLIC INFORMATION BUREAU, cont'd.

Bureau of Public Roads	8
Miscellaneous	98
Sub Total	4,179
Totals for File	900
Total	5,079

A new service undertaken by the Photographic Unit without additional personnel or equipment was taking photographs of selected personnel and dry mounting them on identification cards as part of an overall program of the office of Investigation, Safety and Security. This project is continuing.

Movie projector, slide projector and opaque projectors were utilized mainly by the Personnel Division and Community Relations Section on 140 occasions. In addition to continuing to work on a complete revision of the system for filing the 8,000 photo negatives it has amassed over a period of 15 years, the Photographic Unit also carried out the function of dispatching, administering and reporting on the use of motor vehicles assigned to the Bureau.

Model and Exhibit Shop

Came up with a most economical method of reproducing the 36 inch diameter State Shield by means of a rubber mold. This process was perfected and duplicate shields made available through channels to all State agencies.

PUBLIC INFORMATION BUREAU, cont'd.

Two new models were completed during the year, two other models are now under revision, and models were displayed in public locations on 12 occasions.

Two major new exhibits were constructed and two other exhibits are under revision.

Five State Shields were produced, displays were arranged at five Public Hearings and at six Information Centers.

Other routine functions included the mounting of more than 300 miscellaneous maps and charts for various Bureaus of the Department.

Cartographic Unit

Produced 80 project maps to accompany news releases, 14 special maps, 36 map revisions, 15 cover designs for publications, 3 program dummies for Dedication Ceremonies, 1 sample brochure, carried out 50 special projects, 10 statistical charts, 10 statistical graphs, and handled all details concerned with obtaining 125 photostatic reproductions.

An example of a cartographic-artistic project was the accurate pictorial translation of engineering plans into a detail true scale artist conception of the Route 29 Freeway behind the Trent House for the purposes of explaining our design intent in this area.

PUBLIC INFORMATION BUREAU, cont'd.

General Services and Office Section

Clipping Service -- During the first eight months of the current calendar year, personnel of this Section reviewed more than 7,350 newspapers and clipped 6,538 items from the news and editorial columns on matters of interest to the Highway Department. Of this total, 5,673 dealt with purely road-related items and 865 with railroad transportation items and other transportation matters.

Construction Reporting -- A total of 175 news releases relating to our construction activities were produced during the first eight months of this calendar year. Of this total 11 dealt with public hearings, 51 with advertisement for projects of bids, 64 on receipt of bids, 14 on the completion of major projects, and 35 on traffic conditions throughout the State Highway System. The latter are issued on a regular weekly basis.

Radio Programming -- The Bureau's radio program "Spotlight on Highways" completed its 12th month of operation in September, 1964. During this period 156 five-minute taped programs containing 540 stories have been aired regularly over 22 radio stations in New Jersey, four in Philadelphia, and two in New York City. We conservatively estimate that our listening audience totals 116,700 people each week. This does not include out-of-state home listeners

PUBLIC INFORMATION BUREAU, cont'd.

nor car radio listeners.

Each five-minute program contains short stories over a wide variety of subjects. Each script is prepared for interesting listening and basically aimed at selling the entire State of New Jersey. Illustrative of this point is the following tabulation of the main categories of subjects covered:

National and International Transportation	196
New Jersey Highways and Railroads	127
History and Promotion	52
Signs and Signals	37
Safety, Speed, Accidents	34
Interstate System	19
Highway Research and Testing	18
Industry	14
Tri-State and Penn-Jersey Studies	10
Litter and Vandalism	8
Center Barriers	5
Agriculture	4

Personal contacts were made by 75 visits to radio stations carrying the program and attendance at the spring and fall meetings of the New Jersey Broadcasters Association.

After items are used on radio, selected ones are rewritten as newspaper "Featurettes" to be used as filler or feature material by newspapers. One featurette is mailed each week to every daily and weekly newspaper in New Jersey and principal newspapers of the surrounding metropolitan areas. No additional postal charge is incurred by reason of inclusion of the featurette with the regular mailing of the weekly traffic conditions report. Featurettes have been well received and liberally used by the press.

PUBLIC INFORMATION BUREAU, cont'd.

A total of 58 press releases were produced by this unit during the first nine months of 1964. Thirty-seven dealt with new traffic regulations, 9 with new traffic signals and highway lighting, 6 with public auctions of buildings and land, and 6 with installation of signs marking historical sites.

Research and Publications -- A grand total of 236,360 copies of 25 publication items were distributed through the Bureau during the first nine months of 1964. Following is a tabulation showing the breakdown of this distribution.

Title	Format	Quantities
Official Map and Guide	booklet	51,630
Prequalification of Contractors	booklet	811
There is More to a Highway than Its Surface	folder	1,450
N.J. State Highway Needs	booklet	1,136
Development of the State Highway System	booklet	5,816
Process of ROW Acquisition	folder	6,715
Meeting the Challenge of Today's Problems	booklet	1,763
Local Names and Municipalities	booklet	2,163
Center Barriers	booklet	1,001
Why N.J. Works for Balanced Transportation Facilities	booklet	818
State Government and Transportation	booklet	303
The Interstate System	folder	625
Japanese National Railroad System	booklet report	195
Journey to Work	booklet report	13
Journey to Work (2nd edition)		148
Will We Emerge	booklet report	43
Interim Transit Report - 1962	booklet report	6
Speed Zoning	folder	930

PUBLIC INFORMATION BUREAU, cont'd.

Title	Format	Quantities
Public Hearings	folder	604
Traffic Signals	folder	421
Grade Separations	folder	92
Jug Handles	folder	64
Center Barriers	folder	64
Creeper Lanes	folder	64
Year'Round Driving Hints	folder	160,790

Special distribution arrangements were worked out with the New Jersey Bankers Association and the Hertz Rent-a-Car System as outlets for our Driving Hints Folder, which is aimed at promoting highway safety.

This unit handled the mechanics involved in the production of programs for three dedication ceremonies, a right-of-way school graduation and asisted other units of the Department in the preparation of booklets and reports. A principal effort in this line was handling the complete production of a temporary Departmental phone book in connection with the Centrex system installation. Principal statistical activities included completion of a chronological listing of completed State Highway projects; monthly production of the informational "blue card" for distribution to the Governor's Cabinet; maintaining statistics on the number of jug handles, center barriers, creeper lanes and overpasses built on the System and up-dating the large statistical wall charts in the Commissioner's office.

AMERICAN HIGHWAY OFFICIALS NORTH ATLANTIC STATES

The Department participated in Committee meetings of the American Highway Officials North Atlantic States at Providence, Rhode Island September 25th.

There were two major sessions: a meeting on emergency planning and a discussion of a proposed joint research project at the Massachusetts Institute of Technology.

The discussion of emergency planning demonstrated that representatives of all highway departments in the North Atlantic States are convinced that emergency planning is "here to stay" as long as the threat of nuclear warfare exists and as long as federal military policy dictates that Civil Defense is necessary. It was determined that practice exercises should be determined in order to prove out paper plans for interstate radio connections and emergency traffic movements.

The Massachusetts Institute of Technology is hopeful that the ten highway departments in this region will help underwrite research into the value of a highly centralized computer center which would make data available over telephone links.

It was later arranged for representatives of our Research and Computer Engineering units to visit MIT for a more thorough discussion of this proposal.

AMERICAN HIGHWAY OFFICIALS NORTH ATLANTIC STATES, cont'd.

Following the meetings, New Jersey's representatives toured the Providence area to inspect interstate highway construction under way there. Rhode Island has many interstate construction contracts under way presently financed on the basis of a bond issue. It plans to have all of its interstate construction under contract within the next year or two with a completion date for that entire state of 1967. This was a solid demonstration of the value of advance financing.

ENGINEERING COMPUTER BUREAU

During the past month, we were able to perform the necessary calculations and process the data for the 1963 accident report. This will be printed and distributed by the Division of Motor Vehicles in continuance of a long-standing cooperative program with that Division.

As predicted, we were able to reduce the time required to produce the 1965 estimate of the cost of completing the Interstate System as required by Congress, by at least a month using computer programs to calculate, edit and print the various estimate tables.

The reprogramming required to utilize an on-line printer which replaced our off-line 407 printer and 514 reproducing

ENGINEERING COMPUTER BUREAU, cont'd.

punch for the 1620 computer on September 8th is complete and the printer is operational. A cost reduction of $155.00 per month resulted from the change.

In line with more computer training for engineers, we held a training seminar on Horizontal Alignment on September 16th and 17th. Twenty engineers representing each of our field offices attended the two-day session. Interest in the subject was gratifying, but more design work in our field offices and Bridge Division would increase the usefulness of the computer in engineering computations.

We are now in the process of updating the "Critical Path" schedule to reflect the changes made in the Interstate Estimate. We expect to complete this project in October.

The Right of Way Inventory program is well under way. We have determined the necessary data for a parcel record and the programming required for a monthly report has begun. We also have the Status of Plans reporting system under design and expect it to be operational by December.

Accomplishments

1. Processed 1660 Horizontal Alignment and Bridge Geometry problems.

ENGINEERING COMPUTER BUREAU, cont'd.

2. Computed 199 Curve, 47 Profile and 9 Bridge Elevation problems.
3. Processed an As Built Earthwork job.
4. Processed 3 Concrete Core Data projects for the laboratory.
5. Completed editing, computations, and the printing of the 104B Interstate Estimate.
6. Completed necessary reprogramming for the on-line printer.
7. Produced a report with 100 million car mile rates for accidents on New Jersey State highways in 1963 based on data received from the Division of Motor Vehicles.
8. Continued work on the R.O.W. Parcel Inventory Program.
9. Produced a listing of the 1963 average unit prices for Federal Aid Secondary Projects.
10. Computed 18 Kip Equivalency Factors to be used in Pavement Design.
11. Produced a new CPM schedule for the Interstate System based on the revised 104B Interstate Estimate.
12. Analyzed slope safety factors on Route 80 using the slope stability analysis program.
13. Performed the computation necessary for the design of piers and beams for 2 highway bridges on Route 55.

ENGINEERING COMPUTER BUREAU, cont'd.

Under Development

1.	Information System	85% Complete
2.	Design Earthwork	No Change
3.	Settlement Analysis	55% Complete
4.	Reprogramming for 1443 on-line printer	98% Complete
5.	R.O.W. Inventory	20% Complete
6.	Bituminous Core Analysis	10% Complete
7.	18 Kip Equivalencies for Pavement Design	100% Complete
8.	1963 Accident Report	100% Complete
9.	Engineering Specification Program	5% Complete
10.	Comprehensive Traffic Counting Program	10% Complete
11.	Engineers Computer Manual	20% Complete
12.	Statistical Quality Analysis and Analysis of Variance for Structural Concrete	10% Complete
13.	Drainage Analysis	5% Complete
14.	Earthwork Seminar Planning	5% Complete

DIVISION OF RESEARCH AND EVALUATION

Center Barriers -- Meeting held with representatives of Stevens Institute of Technology, Bureau of Public Roads, Cornell Laboratories and this Division concerning the possible duplication in studies of median barriers between the projects currently being investigated by Stevens Institute and those being investigated by Cornell Laboratories.

DIVISION OF RESEARCH AND EVALUATION, cont'd.

Initiation of contract proposals with Henry Such Smith for construction of the "Isle-Guard" traffic guiding barrier on Route 22 Viaduct over the Waverly Yards in Newark.

Intersection -- Conducted preliminary reconnaissance at nine intersections preparatory to conducting advance studies to determine an intersection for the initial installation of the "Switch-Point" Design intersection.

Pavements -- Investigated a report of pumping on Route 295 Sections 2E and 2F (just north of the Route 30 Interchange east of Haddonfield). The investigation revealed, that despite a period of three days of rain, there was only a minor amount of pumping.

An as-built condition survey to determine the "base" was made of the interchange of Routes 46 and 17. Roadway heating was installed in ramps and bridge deck at this location. In cooperation with the Bureau of Electrical Operations, cross-sections will be taken and a continuing study will be made.

Miscellaneous -- Representatives of the Division participated in the following:

1. Attended meetings of the Bituminous Pavement Investigation Committee.

DIVISION OF RESEARCH AND EVALUATION, cont'd.

2. Meeting with personnel of the Alleghany-Ludlum Steel Corporation to discuss possibilities of increasing strength and corrosive resistance of transverse-joint dowels by cross-sectional revision and use of solid stainless steel.
3. Attended a night demonstration of proposed delineation treatment of barrier and vertical curbing.
4. Met with representatives of Hutchcrete Products Inc. concerning an experimental installation of prestressed concrete pavement and recommended it to the State Highway Engineer.

DIVISION OF STATE AID

General -- The ideal weather conditions during this period have resulted in continued activity in the construction, maintenance and repair operations. There was a noticeable increase in the construction operations.

State Aid projects under way:

	8/10/64	10/19/64
Municipal Improvement Projects	76	96
Municipal Maintenance & Repair Projects	146	141
County Improvement Projects	2	0
County Maintenance & Repair Projects	17	18

Municipal Aid Construction applications for 1965 State Aid Grants are being received. District Offices are making physical inspections and reports of each application for Division review and recommendation.

DIVISION OF STATE AID, cont'd.

Counties -- Bituminous surface treatment work is under way in 13 counties. Cumberland County surface treatment work reported completed during the last period has been reactivated.

Salem County completed a bituminous surface treatment project.

Bergen County completed 4 bituminous concrete resurfacing contracts and Warren County completed one bituminous concrete resurfacing contract.

Fourteen items of work were received by the Division office for final review and approval. Final action was completed on 15 items.

Municipalities -- There is a continuing activity in the maintenance and repair type of work. Seventy-eight maintenance projects were completed during September compared to 66 in August.

The improvement projects increased during this period. Thirty-five projects were completed during September as compared to 27 in August.

The Division received 279 items for final review and approval. Final action was completed on 234 items.

PENN-JERSEY TRANSPORTATION STUDY

Through an exchange of telegrams between Commissioner Dwight R. G. Palmer and Secretary Henry D. Harral on September 25, 1964, it became evident that the States of Pennsylvania and New Jersey were in basic discord relative to the method of local community representation in the successor agency. At the September Policy Committee meeting Secretary Harral announced that he would request, by letter to Governor Scranton, a joint meeting between the Governors of Pennsylvania and New Jersey to resolve the question of local representation on the Policy Committee of the successor agency.

The staff of Penn-Jersey has presented a work program for the fiscal year 1965-66 based on a proposed budget of $1,188,300. The Policy Committee has rejected this budget as being too high and has ordered the staff to prepare a work program based on a budget of approximately $900,000.

The current staff of Penn-Jersey is 70 employees. This staff is expected to increase to approximately 105 employees by April 1966 at which time the successor agency will be operative.

ATLANTIC CITY URBAN AREA STUDY

There are two modified surveys now under way in Traffic Counting and Field Listing of Land Use. We have to date employed 14 temporary employees. The contract agreement establishing cooperation with the local communities is now in a form acceptable to the Deputy Attorney General. As soon as it has been officially approved as to legal form and content it will be sent to Commissioner Roe for his signature and then forwarded to the counties and municipalities for their signature. Following the signing by the local communities it will be forwarded to Commissioner Palmer for his action.

TRI-STATE TRANSPORTATION STUDY

Since all required data has been collected in New Jersey, we have requested, in writing, that Mr. Charles Sullivan, Bureau of Purchase and Property, cancel our arrangements with the realtor for the Newark Office of the New Jersey Transportation Study. It is our feeling that since the rental for this office ($450 per month) is so high, we are no longer justified in maintaining this office. There is an increased demand from local communities and the consultants for copies of data collected in the Tri-State Study.

TRI-STATE TRANSPORTATION STUDY, cont'd.

Although these requests are generally directed to the Executive Director of Tri-State, we have established a policy that when such requests originate in New Jersey they shall be transmitted to the Highway Department for their recommendations, as to what information will be provided.

Approval for the preliminary analysis of the Goods Movement Study has been received from the regional office of the Bureau of Public Roads. This work will commence immediately.

It is anticipated that by the middle of October there will be no temporary employees for this Study on the Department's payroll.

SALEM COUNTY URBAN AREA STUDY

A meeting was held this month in Wilmington, Delaware with representatives of the New Castle County Program, Bureau of Public Roads, H.H.F.A. and county representatives in an effort to determine what data should be collected in Salem County to establish coordination between the Salem County Study and the New Castle County Program, and to define what steps are required to establish the eligibility of this urban study for Bureau of Public Roads and H.H.F.A. participation. The minutes of this meeting were forwarded to both the State Highway Commissioner and State Highway Engineer.

TRAFFIC ACCIDENT LOCATION ANALYSIS

Traffic Investigations -- During September, 99 reports of hazardous locations were investigated. Of these, 74 were sites where fatal accidents have occurred since January 1, 1964.

General Investigations and Meetings

Route 94	Columbia to Newton, Warren County. Speed limits rechecked at transition points.
Route 7	Belleville, Town, Essex County. Mr. Rovell, Town Manager re: bus stop locations.
Route 168	Runnemede Borough, Camden County. Chief Kessler re: bus stop locations and parking.
Route 10 and Miller Road	Denville Township, Morris County. Revision of lane lines.
Route U. S. 202	Morristown, Morris County. Revision of lane lines.
Route U. S. 202 and Airline Road	Morris Township, Morris County. Stop signs.
Route 18 and County Route 516	Madison Township, Middlesex County. Lt. Blair re: pedestrian protection.
Route U. S. 322 and Barnsboro Road	Harrison Township, Gloucester County. Mr. Lloyd re: shrubbery trimming.
Route 54	Town of Hammonton, Atlantic County. Clerk Ciano re: restricted sight distance.
Route U. S. 46	Clifton, City, Passaic County. Mr. Jamieson, Engineer re: Hazel Street ramp design.
Route 27	Metuchen Borough, Middlesex County. Chief Fouratt re: parking restriction extension.

TRAFFIC ACCIDENT LOCATION ANALYSIS, cont'd.

Route 33	Washington Township, Mercer County. Pavement markings at County Route 539.
Routes 33 and U. S. 130	Washington Township, Mercer County. Yield and stop signs.
Route 18 and Marlboro Road	Madison Township, Middlesex County. Sight distance evaluation.
Routes 18 and U. S. 9	Madison Township, Middlesex County. Sight distance, barrier lines.
Route U. S. 9	Madison Township, Middlesex County. Local and County Officials re: hazardous crossing of pedestrians near Ernston Rd.
Route 3	North Bergen Township, Hudson County. Captain Jeffers re: additional speed limit signs.
Route 24	Washington Borough, Warren County. Dep. Chief Skoog re: loading zones-double parking.
Route 80	Lodi Borough, Bergen County. Stop signs at ramp connections with Riverview Avenue.
Routes U. S. 202-206 and 287	Bridgewater Township, Somerset County. Review of stop, yield and merging traffic signs.
Route 287	Bedminster Township, Somerset County. Ramp advisory speed signs.
Route 168	Audubon Park Borough, Camden County. re: "U" turn signs at jughandles.
Route 10 and Littleton Road	Hanover Township, Morris County. Yield signs.
Route U. S. 22	Bridgewater Township, Somerset County. Lane lining at Mack Truck Plant.
Route U. S. 46	Rockaway Township, Morris County. "Through Traffic Keep Left" at Shopping Center.

TRAFFIC ACCIDENT LOCATION ANALYSIS, cont'd.

Route 80 - U.S. 46 and Summit Avenue	Denville Township, Morris County. Stop sign investigation.
Route 35	Sayreville Borough, Middlesex County. Lane lining at Woodland and Lemoine Avenues.

We have successfully completed arrangements with the State Police and Motor Vehicle Division for our immediate notification and preliminary basic data concerning the occurrence of fatal accidents. The excellent cooperation of these agencies has been of great value to us.

Accident Analysis

From the coded computer listings of all 1963 highway accidents, a reference manual has been prepared which indicates the number, types and severity of accidents by routes and municipalities for ready reference and further analysis.

Prepared listing of routes in municipalities where five or more non-fatal, head-on type accidents occurred during 1963.

A comprehensive analysis was made of the details surrounding 51 fatal pedestrian accidents which have occurred on the System during the first nine months of 1964. Significant data:

10 pedestrians had been drinking
9 of the 51 occurred during daylight
9 were female, 42 male
8 were between 0 and 20 years of age
16 occurred at intersections
0 going to or coming from school

TRAFFIC ACCIDENT LOCATION ANALYSIS, cont'd.

Although not necessarily classified as contributing factors to fatal accidents the following is a listing of some of the deficiencies revealed in fatal accident investigations and recommended for consideration to proper Departmental authorities.

Recommendations

Routes 42 and U.S. 322	Monroe Township, Gloucester County. (Williamstown) Study for additional left-turn slot at Sicklerville Rd.
Route 47	Glassboro Borough, Gloucester County. Review of route markers and directional signs at County Route 533.
Route 17	Hohokus Borough, Bergen County. Reconstruct or modify obsolete traffic circle. Repair damaged signs. Erect advisory speed signs.
Route 21	Newark, City, Essex County. No lane lines at signalized intersections.
Route U. S. 130	Delran Township, Burlington County. Restudy signal timing at jughandles.
Route 18	Madison Township, Middlesex County. Trimming of visibility obscuring foliage.
Route U. S. 22	Lebabon Borough, Hunterdon County. Study feasibility of reconstructing Cokesbury Rd. interchange.
Route 287 at U. S. 22 ramp	Bridgewater Township, Somerset County. Erect larger signs indicating proper lane usage.
Route U. S. 1 & 9	Newark, City, Essex County. Re-evaluate "Shoulder for Emergency Use" signs.
Route U. S. 9W	Alpine Borough, Bergen County. Remove obsolete advisory speed signs. Relocate sign indicating left turn to Palisades Parkway. Raise 2 "Stop" signs to legal height.

TRAFFIC ACCIDENT LOCATION ANALYSIS, cont'd.

Route U. S. 9	Howell Township, Monmouth County. Reconstruct; high frequency head-on accidents.
Route U. S. 206	Hillsborough Township, Somerset Co. Further study; high frequency head-on accidents.
Route 34	Holmdel Township, Monmouth Co. Erect "right lane for right turns only" sign at County Route 520. Repair northbound shoulder at County Route 520.
Route 46	White Township, Warren County. Raise speed limit signs to legal height.
Route 208	Fair Lawn Borough, Bergen County. Remedy slippery pavement condition near Plaza Road.
Route U. S. 206	Raritan Borough, Somerset County. Repaint lane lines.

SECURITY

This office is still undergoing some difficulty in procuring qualified personnel as Security Officers for the Newark installation. This can be attributed to many factors. One of these factors is the physical location of the office itself, and its non-accessibility to the normal public transportation system.

The ever-existing problem regarding evidence of rodents and wild dogs from the adjoining marsh lands to the Newark facility seems to be never ending. Contact by this office has been made with the City of Newark Dog and Animal Control

SECURITY, cont'd.

Center, a Bureau of the Department of Health, and we are advised that they are programming some action to either limit or at least localize the problems of these animals.

During this reporting period, 30 Security Violations have been reported by our Statewide Security Patrols. From a review by Division heads concerned, we note that their cooperation is continuing, and corrective action by personnel concerned has been taken.

SAFETY

During this period, Safety Inspectors of this office have been conducting safety inspections of all installations and jobs Statewide. This includes a physical inspection of properties, as well as all other buildings and warehouses.

A program is being projected for the near future to conduct a complete safety inspection of all movable bridges, bridge houses and equipment.

Inspections made in the field regarding contractors' projects and projects under permit by the Department is progressing in good order. Improved cooperation by the engineers in the field and on the staff level is also noted. This office has become aware of general improvement and cooperation by contractors' personnel towards the safety phase in general and its importance for the protection of the motorist.

SAFETY, cont'd.

At the present time, we are presently involved in making available to personnel working in the field foul weather gear and other personal equipment. The garment for this project is a jacket with parka attached, as well as an overall type of trouser with a bib front and suspenders. These items are completely waterproofed and acid resistant and can withstand the various chemical and salt used during the ice and snow control seasons.

Set forth below is a list of field inspections made during this reporting period, first aid supplies and equipment distributed and safety gear distributed.

Field Inspections

Maintenance Foremen's Sections Visited	132
Contractors' Jobs Inspected	74
Permit Jobs Inspected	14
Bridge Inspections (Movable)	15
Vehicles Inspected (Total)	60
Vehicles Inspected (Found Defective)	23

First Aid Supplies & Equipment Distributed

First Aid Kits	0
First Aid Packets	1
Snake Bite Kits	0
Insect Repellent (Aerosol Cans)	7
Insect Repellent (6-12 Sticks)	0
Poison Ivy Protective Cream (Tubes)	12

SAFETY, cont'd.

Safety Gear Distributed

Fire Extinguishers	32
Water Fountains	28
Skull Guards	20
Toe Guards prs.	8
Traffic Safety Vests	35
Face Shields	7
Dust Masks	1

TRAINING

This month the second group of top supervisors numbering some 26 personnel are entering the last phases of Supervisory-Management Training for the Right of Way Division. Upon this group's completion, a detailed management questionaire, which was completed by all participants, will be tallied and presented to the Division Director. This survey, it is hoped, will serve as a candid eye-opener into the strength and weaknesses of the Division.

The Training Section is continuing its pilot project in stenographic skills for five Senior Clerk Stenographers in the Division of Personnel. At this time, the program has definitely pointed out those who have good and poor stenographic skills. The pilot project is scheduled for completion next month. At this time, an evaluation will be made of the program to ascertain if it has improved

TRAINING, cont'd.

the participants' secretarial abilities.

The Highway Youth Training Program is in full swing with some 18 young men (as we understand it, 16 are working out exceptionally well, while 2 are having attendance problems). We have been informed by the United States Department of Labor's area representative Mr. John Laporta, that regional approval has been obtained for the program and final approval is now pending in Washington.

The Supervisory-Management Training Course for Foremen in the Division of Maintenance and Operations, that is being given in conjunction with the Institute of Management and Labor Relations at Rutgers University, is proceeding in an excellent fashion. Reports received from various personnel concerned with the program are all very favorable.

The Training Section is offering in conjunction with the Civil Service Department, a two-hour refresher course for some 25 Department typists. This course will be given at the Civil Service training facility, 106 West State Street, and will be taught by the training staff of the International Business Machine Corporation, as a free service of their corporation.

TRAINING, cont'd.

Also, in conjunction with the Civil Service Department, the Training Section is offering a two-hour course in Machine Dictation for some 15 administrative, supervisory, and technical employees in the Department. This course will be given at the Civil Service training facility, 106 West State Street, and will be taught by the training staff of the International Business Machine Corporation as a free service of their corporation.

The pilot program for orientation of all new Department employees has been completed. During the 13 months of its operation, 109 new employees from the central Trenton area were processed through the pilot program. The conclusions of the program are presently being tabulated and will be forwarded as soon as they are completed, along with future recommendations.

Twenty-three employees completed the 12-hour Civil Defense Adult Education course during the month of September. This brings the Department total up to 835 employees who have completed the Civil Defense Adult Education Course.

The draft for the new Employee's Handbook has been forwarded to the Commissioner's Office for the Commissioner's approval. It is felt that this handbook is an intrinsic part of any

TRAINING, cont'd.

orientation program for new employees, as well as the basic handbook for all present employees.

A review of Personnel Committee actions during the month of September reveals that the following personnel transactions were processed and approved through the Division of Personnel:

New Employments	
Professional Engineers	8
Engineer Technicians	14
Other Technical & Skilled	9
Clerical	17
	48
Promotions	40

BUREAU OF SOILS AND SUBDRAINAGE

A Nuclear Density Guage is presently being used on Route 80 - 95 interchange research sections.

This device takes advantage of the back scatter of radiations from source of Caesium 137 Isotope. These radiations are picked up by detector and counted. The radiations reflected and counted will depend upon the density of the material. A very dense material will have a count much less than a more open one.

BUREAU OF SOILS AND SUBDRAINAGE, cont'd.

The greatest value of the guage is in its simplicity in operation, non-destructive testing and its high speed. One man can make from ten to twenty determinations in the time necessary to run one sand-cone density test.

CONSTRUCTION

At the end of September there were 60 construction projects under way valued at approximately $133 million, including the value of bridge projects.

Five projects were accepted as final and complete during the month. This final acceptance usually follows the date of opening to traffic by several months.

Route 3, Sec. 1E	Grading, paving, resurfacing and bridges.
Route 18, Sec. 7A	Overpass and intersection revisions.
Rte. 24, Sec. 1A & 2A	Resurfacing.
Route 35, Sec. 2B	Intersection revisions.
Route 287, Sec. 5E	Grading, paving and bridges.

POLICING THE INTERSTATE SYSTEM

Under a recent agreement with the Department of Law and Public Safety, the State Police have assumed jurisdiction for policing the Bergen-Passaic Expressway (Interstate Routes 80 and 95).

POLICING THE INTERSTATE SYSTEM, cont'd.

Accordingly, the State Police have consulted with all local police and have lined up towing and wrecker services, first-aid squads, fire departments, etc. Colonel Capello has also initiated operations to control the towing services.

This arrangement is expected to lead to State Police jurisdiction over all of the Interstate Routes. Both the Highway Department and the State Police have long felt that this would be desirable as soon as long enough sections of the Interstate System were put into operation.

INTERSTATE ROUTE 287

As a result of publication in a local newspaper of the Department's tentative plans for interchanges on Interstate Route 287 in Morristown, a great deal of opposition was generated by municipal officials, representatives of the school board, and the local chapter of the League of Women Voters.

During the long controversy over the alignment of this highway, very little attention was directed on the part of any of these alignments to the interchange design which would be required to serve future traffic demands. Most residents of the area appeared to take it for granted that the interchanges would be of the extremely limited scope proposed about five years ago.

INTERSTATE ROUTE 287, cont'd.

On the other hand, recent analysis indicated the traffic would be greater than estimated in the late 1950's, and that hazards would result impeding the future growth of the area unless due provision were made for the traffic anticipated 20 years hence.

In an attempt to satisfy all parties at interest, the Highway Department developed a three-stage scheme of constructing the necessary interchanges. All of the information available, together with the various tentative designs were reviewed with the U.S. Bureau of Public Roads in a meeting in Administrator Rex M. Whitton's office this month. As a result of this meeting, it was agreed that the Highway Department would begin final design of the simplest possible interchange but at the same time would also arrange this design so as to permit future improvement.

It is presently believed that once this highway is in operation, the residents and officials of Morristown themselves will insist upon future improvement of the interchanges along the lines of the overall plans developed by the Highway Department.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

Sept. 15 - Meeting with the Attorney General and the President of the Public Utility Commission to discuss the proposed merger of the New York Central and Pennsylvania Railroads.

Meeting with Conservation Commissioner Roe to discuss approach roads serving the Hudson County Public Market.

Sept. 21 - Meeting with Parsons, Brinckerhoff, Quade and Douglas, engineering consultants, to discuss costs of operation of the Chester-Bridgeport Ferry.

Meeting with Senator Ridolfi to discuss highway projects in Mercer County.

Sept. 22 - Meeting with members of the Greater Camden Movement to discuss the combined Rapid Transit-Highway Program with emphasis on a proposed secondary industrial route.

Cabinet Meeting in the Governor's Office.

MEETINGS, cont'd.

Sept. 23 - Meeting with former Attorney General Wilentz and officials of Perth Amboy to discuss relocation of families to be displaced by the Route 440 Freeway.

Meeting with Mr. Dameo of the Truckers Association to discuss cement truck loads and dimensions.

Meeting with Mr. John LaPorta of the U. S. Labor Department to receive approval for Mechanics Apprentice Training Program.

Sept. 24 - Meeting with Mr. Paul MacMurray of the Delaware River Port Authority to discuss the Chester-Bridgeport Ferry.

Sept. 25 - Meeting with Conservation Department officials to discuss disposition of riparian lands in the Overpeck Creek area of Bergen County.

Sept. 28 - Meeting with officials of the Bureau of Public Roads to discuss right of way regulations.

Meeting with officials of Public School 28 in Passaic to discuss the impact of the Route 21 Freeway.

MEETINGS, cont'd.

Sept. 28 - Meeting with officials of the Holy Cross School, Burlington County, to discuss pedestrian crossings on Route U. S. 130.

Sept. 29 - Inspection of new developments in the field of mass transit produced by the Pennsylvania Railroad and General Motors at Detroit.

Sept. 30 - Meeting with Mr. MacMurray of the Delaware River Port Authority to discuss sharing the cost of operation of the Chester-Bridgeport Ferry after December 31.

Meeting with mayors of municipalities along Interstate Routes 80 and 95 in Bergen County to discuss traffic operations at exits and entrances.

Meeting with attorneys of the Bureau of Public Roads with regard to State policies and procedures.

Oct. 1 - Appearance before Senate Committee headed by Senator Stamler of Union County with respect to bringing the Turnpike and the Parkway under Highway Department control.

MEETINGS, cont'd.

Oct. 1 - Attendance at signing of Highway Week Proclamation by Governor Hughes.

Oct. 2 - Meeting with Administrator Whitton at the Bureau of Public Roads' office in Washington to discuss Interstate Route 287 and Interstate Route 78.

Oct. 5 - Meeting in Somerville with officials of Somerset County to discuss Interstate Route 78 and its impact upon local roads.

Meeting in Governor Hughes office to discuss disposition of riparian lands in the area of Overpeck Creek.

Staff meeting with Civil Service officials to discuss new Division of Research.

Staff meeting with Mr. Grant Mickle of the National Highway Research Board.

Oct. 6 - Attended meeting sponsored by President's Boston to Washington Transportation Committee to hear address by U. S. Senator Pell.

MEETINGS, cont'd.

Oct. 6 - Staff meeting to discuss lighting on Interstate Route 80 and 95 in Bergen County.

Staff meeting with personnel to discuss proposed Program Control Office.

Oct. 7 - Meeting with rail commuter groups in Newark.

Oct. 8 - Annual Luncheon sponsored by the New Jersey Citizens Highway Committee.

Addressed meeting of New Jersey League of Women Voters in Metuchen.

Meeting with officials of the Philadelphia and Reading Railroad regarding commuter service.

Oct. 9 - Meeting with officials of the Pennsylvania Railroad and the Jersey Central regarding the connection at Aldene and also service to the shore areas.

Meeting with Conservation Commissioner Roe regarding riparian lands in the area of Overpeck Creek.

Staff meeting regarding proposed Division of Local Aid.

MEETINGS, cont'd.

Oct. 9 - Staff meeting with representatives of management consultant firm regarding proposals for an automated information system.

STATISTICAL SECTION

Form #AD-39

MONTHLY DIVISIONAL REPORT Month of September 19 64

Division: of Roads, Design & Construction

Bureau: Roads

TE	SECTION	LOCATION	PERCENTAGE COMPLETE Sept. 1.64	Oct.1.61
: 9	2-D	From Foundry St. to South St. Roadway Rehabilitation	88%	98%
	2-D	Widening, Resurfacing and Bridges		3%
	23A & 24A	Resurfacing, Dualization and Bridges	69%	83%
	23-B	Resurfacing, Dualization and Bridges	44%	53%
	2-A	Dualization	1%	3%
	7-A	Dualization and Bridge over Rockaway River	87%	90%
	5-A	Paving, Bridges and Walls in the City of Newark	84%	88%
	5A & 4A	Grading, Paving and Bridges	36%	49%
	13B	Widening and Resurfacing		2%
	13F & 14A	Grading, Paving and Culvert	52%	69%
	6-B	Dualization, Resurfacing and Turnarounds	28%	88%
	8-A	Widening and Intersection Improvements	91%	92%
	13-A	Widening and Resurfacing - Township of Woodbridge	89%	89%
	1A & 2A	Widening, Resurfacing, Barrier Curb and Bridge	68%	71%
	1-C	Widening, Resurfacing, Barrier Curb and Interchange	90%	92%
	1-E)			
	1-C)	Drainage Improvements - Township of Cherry Hill	90%	91%
-168	3-A Etc.	Drainage Improvement	75%	82%
	5-A	Widening, Resurfacing and Bridge Extension - Budd Lake	72%	85%
	5B & 6A	Widening, Resurfacing, Turnarounds and Culvert	76%	95%
	9-A	Widening, Resurfacing and Turnarounds	72%	83%
	16-C	Grading, Paving, Resurfacing and Bridges	98%	98%
-202	1A & 2B	Grading and Dualization	.2%	3%
	2-A	Dualization, Resurfacing, Barrier Curb and Bridges	70%	81%
	1-B	Widening, Resurfacing, Bridges & Interchange at Cuthbert Blvd.	47%	61%
	3-G	From County Route 523 to Burnt Mills Road	8%	19%
	4-L	Grading, Bridges and Incidental Paving	37%	42%
	3-E	Grading, Drainage, Bridge and Culvert	17%	26%
	4-F	Grading, Paving and Bridges	83%	87%
	4-G	From Lakeview Ave. to River Dr., Grading, Paving & Bridge	96%	96%
	4-H	Grading, Bridges and Walls - City of Paterson	64%	69%
	4-M	Grading, Paving, Viaducts, Walls and Bridges - Paterson	34%	37%
	5-S	Polifly Rd. to Hackensack River Br., Grading, Paving & Bridge	93%	95%
& 95	5V & 1R	Grading, Paving and Signs	66%	78%
	5-Y	Permanent Signs	17%	20%
2	6-A)			
& 202	1-B)	Grading, Drainage, Paving and Bridges		6%
0	3A & 4A	Grading, Paving & Bridge - Town of West Orange	54%	66%
0	6-C	Grading, Paving, Bridges and Walls	18%	24%
7	1-E Etc.	Interchange at Route U.S. 22 & U.S. 22 & 206	95%	95%
7	5-D	From Peters Brook to So. Interchange at Route U.S. 202 & 206	96%	96%
7	5F & 6B	Grading, Paving and Bridges	96%	96%
7	6-C	Grading, Paving and Bridges	96%	96%
7	6-E	Grading, Paving and Bridges		3%
7	6F & 7B	Grading, Paving and Bridges		8%
7	11A & 12C	Grading, Paving and Bridges	54%	63%
7	12-D Etc.	Permanent Signs	30%	49%
5	1-M	Route U.S. 322 to High Hill Road & Oldman Creek Road	54%	65%
		New Jersey College at Paterson - Contract No. 3	93%	93%

MONTHLY DIVISIONAL REPORT Month of September, 1964

Division: Bridge

Bureau: Design Section Sheet 1 of 2

ROUTE	SECTION	PROCESSING PLANS AND SPECIFICATIONS	% PLANS COMPLETE	TARGET DATE FOR ADVERTISING
*US1		12th Street Viaduct	25	1964
*US1		U.P. at Magnolia Avenue - Repairs	95	1964
*3		NYS&WRR - Deck Repair	5	1964
7		Overpass at DL&WRR		
13		Lovelandtown Bridge over Inland Waterway		
15		3 Bridges, 1 Culvert (Howard, Needles, Tammen & Bergendoff)		
18	2A&1C	Weston Mill Pond Bridge over Lawrence Brook		
20	2A	Paterson Peripheral Route (Madigan-Hyland)		
28	7B	Rahway River		
33	5	3 Structures - Widenings		
35	13B	Curb Widening at Heard's Brook Extension		
35 Freeway		6 Structures (Porter, O'Brien & Armstrong, cons.)		
46		1 Structure, Warren County		
55		9 Structures, Millville Bypass		
70	14A	2 Structures - Widening		
72		3 Structures, Ocean County		
78		9 Structures, Berkeley Hgts. to Shunpike Rd. (Madigan-Hyland, cons.)		
78	2G	6 Structures (Parsons, Brinckerhoff, Quade & Douglas, cons.)		
78	2M&3E	9 Bridges, 2 Culverts (Parsons, Brinckerhoff, Quade & Douglas, cons.)		
78	4J	1 Bridge, 1 Culvert (Brill Engr.,cons.)		
78	4K	Sign Support Structures (Brill Engr., con.)		
78	4G	1 Bridge (Brill Engr., cons.)		
78	4F	1 Bridge (Brill Engr., cons.)		
78	4N&5P	3 Bridges (Madigan-Hyland, cons.)		
78	5L	5 Bridges (Madigan-Hyland, cons.)		
78	5N	3 Bridges, 1 Culvert (Madigan-Hyland, cons.)		
78-69		8 Structures, Clinton Point Interchange (P.B.Q.& D., cons.)		
78-24	5J&12A	23 Structures (Madigan-Hyland and Howard, Needles, Tammen & Bergendoff, cons.)		
80	4S	Rt. 23 Interchange, 15 Bridges; Retaining Wall, Temp. RR Tresle, Sign Support Structure (Fay, Spofford & Thorndike, cons.)	90% Plans rec'd 7/29/64	
80	4Z	Sign Bridges and Sign Standards		
US130		3 Culvert Exts. (John G. Reutter, cons.)		
206		Columbus By-Pass - Chain Link Fence		
280		9 Structures - From Rt. 80 Interchange to Pleasant Valley Way (Clarke & Hartman, cons.)		

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT — Month of September, 1964

Division: Bridge

Bureau: Design Section — Sheet 2 of 2

ROUTE	SECTION	PROCESSING PLANS AND SPECIFICATIONS	% PLANS COMPLETE	TARGET DATE FOR ADVERTISING
280		13 Structures, West of Orange-E.Orange City Line (Edwards & Kelcey, cons.)		
280	6E	6 Bridges, Walls, Sign Support Structures (P.B.Q. & D., cons.)		
287	7C	7 Bridges, 3 Culverts (Madigan-Hyland, cons.)		
295		19 Structures, (Taylor, Wiseman, Taylor & Sleeper)		
295	1N	7 Bridges (T.W.T. & S., cons.)		
*322	11C	1 Structure - Deck & Pier Repairs	100	1964
Morris County		Howard Blvd. & DL&WRR Br. at County Rt. 264		
		PROJECTS SENT TO B.P.R. FOR APPROVAL		
17	5C	Paramus Road Interchange, Bergen County		
36	2B&3C	2 Bridges, 4 Culverts, From Palmer Ave. Keansburg to 1st Ave., Atlantic Highlands		
38	1F&2C	4 Struc. - Intchg. at Rt. 38, 41 & 73		
78	3F	5 Bridges, 3 Culverts-From Vicinity Cokesbury Rd. to County Route 523		
280	7B	Storm Trunk Drain, City of Newark		
295 & 38	2J 2D&3A	8 Structures - From Rt. 73 to Vicinity of Rt. 38 and Marter Avenue to Vicinity of Briggs Road		
		PROJECTS ADVERTISED FOR BIDS		**DATE OF BID**
*35	12E	Repairs to Victory Bridge Fender, Boro of Sayreville & City of Perth Amboy, Middlesex County.		10/8/64
35	10B	4 Structures - From Hobart Ave. to Rt. 36 Intchg., Monmouth County.		10/8/64
78	4E	2 Structures - From Stony Hill Rd. to E. of Plainfield Ave., Somerset & Union Counties.		10/1/64
73	5T	Peddie Ditch Sheet Pile Wall - From PRR to Rt. US1&9, Essex County.		10/22/64
230	6D	6 Overpasses - From Harrison St. to Munn Ave., Essex Co.		10/29/64

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT Month of September, 1964

Division: Bridge

Bureau: Construction Section Sheet 1 of 3

ROUTE	SECTION	NAME OF PROJECT	% OF COMPLETION
US1&9	2D	Redecking Viaduct, Essex County.	96
3	1J	Hackensack R. Bridge (EB), Raising & Reconstruction of Superstructure, Hudson-Bergen Counties.	100
4	2D	2 Structures-Spring Valley Rd. to Kinderkamack Rd., Bergen County.	3
*4	2E&3G	Deck Repairs - 3 Structures, Bergen County.	30
US9	23A&24A	3 Culvert Extensions, 1 Span Addition, Monmouth-Middlesex Counties.	100
US9	23B	4 Structures-Englishtown Road to Milford Brook, Monmouth County.	75
15	7A	Rockaway River Br., Removal & Temp. Detour Br., Morris County.	98
21	5A	8 Structures, Essex County.	95
23	5A&4A	4 Structures-Allison Ave. to Macopin River, Passaic-Morris Counties.	100
24	13B	Culvert at Van Winckle Brook, Essex-Union Co.	0
29Freeway	13F&14A 15B	Culvert Ext. at Gold Run, Mercer County.	95
36	1A&2A	Bridges over Flat, East & Waackaack Creeks, Monmouth County.	81
38	1C	6 Structures-From US130 to Third Ave., Camden Co.	99
44 168	3A & 1A&2A	Culv. over S. Br. Newton Creek, Gloucester & Camden Counties.	65
US46	5A	3 Structures-From Drakestown to Spring St., Morris Co.	100
US46	5B&6A	Black Brook & Wills Brook Culv. Exts., Morris Co.	95
US46	16C	Ramp A over Rt. 17NB & Redecking OP at Rt. 17NB, Bergen County.	100

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT Month of September, 1964

Division: Bridge

Bureau: Construction Section Sheet 2 of 3

ROUTE	SECTION	NAME OF PROJECT	% OF COMPLETION
*49	2C	Redecking of Salem River Br. Bascule Span, Salem County.	70
69&202	2A	3 Neshanic River Bridges, Hunterdon County.	95
70	1B	3 Structures-From Browning Road Circle to Cuthbert Boulevard, Camden County.	65
78	3G	11 Structures-From Co. Route 523 to Burnt Mills Road, Hunterdon-Somerset Counties.	21
78	4H	7 Struc.-From King Geo. Rd. to Horse Shoe Rd., Somerset & Morris Counties.	0
78	4L	7 Structures, From Rt. 287 to King George Road, Somerset County.	43
80	3E	3 Structures-From Pine Brook Road to 2 Bridges Morris-Essex Counties.	36
80	4F	3 Structures, Garden State Parkway to Senate St., Bergen County.	97
80	4H	6 Bridges, Retaining Walls-From Martin St. to Lakeview Avenue, Passaic & Bergen Counties.	94
80	4M	Viaduct, Walls & Bridge, Passaic County.	34
80	5S	5 Structures, Polifly Road to Hackensack River Bridge, Bergen County.	99
80	5Y	Permanent Signs-From Hackensack & Lodi RR to Hackensack R. Bridge, Bergen County.	28
95	1L	Sign Bridges-Geo. Washington Br. Interchange Bergen County.	100
95	1N	6 Structures-Interchange with Rt. 80, Bergen Co.	92
US202 & 69&202	6A & 1B	3 Structures-From US202, 1 mile south of Rt. 69 to Larisons Corner, Hunterdon County.	11
280	3A&4A	SB Prospect Ave. over I-280, Essex County.	37

(*) Maintenance Funds

MONTHLY DIVISIONAL REPORT Month of September, 1964

Division: Bridge

Bureau: Construction Section Sheet 3 of 3

ROUTE	SECTION	NAME OF PROJECT	% OF COMPLETION
280	5F, 6B, 7A	Drainage Tunnel, Essex County.	7
280	6C	Bridge, Ped. Bridge & Walls, Main St. Relocation, Essex County.	31
287	6E	4 Structures-From 1000' N. of Far Hills Rd. to US202-206, Somerset County.	2
287	6F&7B	4 Structures-From Mt. Airy Rd. to North of Far Hills Road, Somerset County.	5
287	11A&12C	5 Bridges, 1 Cribwall - Interchange at Rt.80, Morris County.	92
287	12D,13C,14B	Permanent Signs - Rt. 80 Intchg. to US202, Morris Co.	87
295	1M	Raccoon Creek & Oldmans Cr. Bridges, Gloucester-Salem Counties.	69
*295	1Z	Timber Bulkheads at Rt. 295 Bridge over Big Timber Creek, Camden - Gloucester Counties.	30

BRIDGES OFF STATE HIGHWAY SYSTEM:

COUNTY	NAME OF PROJECT	
Atlantic County	Ventnor Avenue Bridge over Risley Channel.	99
Bergen County	Musquapsink Brook Bridge.	7
Essex County	Canoe Brook Road Bridge.	1
Hudson County	Reconstr. of Hudson Co. Blvd. over Newark & NYRR.	0
Monmouth County	Pleasure Bay Bridge.	19
Passaic County	Lincoln Street Bridge (Superstructure) over Passaic River and Approaches.	99

(*) Maintenance Funds

Form AD-39 January 1963

New Jersey State Highway Department

Month of September 1964

MONTHLY DIVISION REPORT

DIVISION - Maintenance & Operations

BUREAU - Maintenance

	WORK THIS MONTH				TOTAL TO DATE			
	District Force		By Contract		District Force		By Contract	
	No. Proj.	Est. Value	No. Proj.	Est. Value	No. Proj.	Est. Value	No. Proj.	Est. Value
CONSTRUCTION: Regurf.					19	247,325		
State Dept - Agencies	7	24,283			64	302,128		
Maint. & Operation	6	16,148			16	48,568		
Div. of Roads	7	63,584			61	271,205		
Surface Treatment(Bid)					114	492,477		
BRIDGE MAINTENANCE:								
Painting	11	5,559			69	50,559	6	141,755
~~Deck Repair~~ Fender	2	792			51	22,197		
Superstructure	34	12,375	2	82,933	332	142,780	2	104,728
Substructure	20	14,151	1	7,865	173	100,155	3	109,506
TRAFFIC SERVICES:								
Signs Fabricated	2,660	19,971			16,875	223,962		
Signs Erected	2,283	19,716			15,219	201,074		
4" Lane Line Paint.	1,401,747	19,904			9,635,456	137,581	1,456,219	15,670
4" Edge Line Paint.	193,108	2,857	9,382,021	80,964	338,946	5,073	11,822,851	101,020
6" Line Paint.	113,260	3,628			596,081	19,247	43,608	2,139
HIGHWAY & ROAD:								
Roadway Patching		79,928				1,368,778		
Minor Resurfacing		12,791				302,645		
Drainage & Ditches		80,399				1,024,973		
Shoulder Maintenance		132,860				1,355,982		
Fertilizing & Seeding	21	6,736			359	58,704		
Mowing	5,023	121,526				1,434,816		
Guard Rail		46,372				411,854		
Sweeping & Litter		102,124				1,063,741		
Snow & Ice		11,023				2,472,660		
Other		61,037				393,631		
Tree Trim. & Remv.	350	10,616				116,253		

DESIGNS, STUDIES & CONTRACT PREPARATION	ROAD	BRIDGE	LANDSCAPE	DRAINAGE	RESEARCH	SPECIFIC.	MISC.
In progress	3			16	1		1
Completed	1			10			6

ACCEPTANCES:

Total Projects	Lane Miles Pav't	Sq. Yds. Shoulder	Inlets
Acres Median 9	Acres Roadside 16½	L.F. Traffic Line	Signs
	Bridges & Culverts 1 Rpr.		

INSPECTIONS:

	Road	Bridge	Other
Bond Release		1	
Annual		42	
Contract 4		31	4
Acceptances 3		7	2

PERMITS:	No. Issued:		
Utilities	205	Access	66
Drainage	10	Bridge	1
Moving	5	Misc.	14
St. Intersec.	2		

4 Walls

CLAIMS

Payments Received	Total to Date (FY)	Claims Initiated	Claims Pending
No. 23 $2,587.	No. 70 $7,011	29	249

MISCELLANEOUS & REMARKS

ONTHLY DIVISIONAL REPORT

Month of September 19 64

ivision: Maintenance & Operations

ureau : Equipment

aintenance & peration:

ars 500 ; Trucks 918 ; Heavy Duty, Self-Propelled Equipment 36 ; Light Duty, Self-Propelled quipment 510 ; Rolling Equipment, all other classifications 661 ; Snow Plows 1111 ; Powered ccessories 418; Mechanical Accessories 167 ; Miscellaneous 60 ; Total Inventory 4381 .

RODUCTION:

	No. Major Repairs and/or Projects		No. Minor Repairs and/or Projects		No. Miscellaneous Repairs and/or Projects	
	Month	Fiscal Year	Month	Fiscal Year	Month	Fiscal Year
General Repair Shops	450	1491	758	1780	79	224
Snow Plow Shop	292	576	135	440	0	28
Sheet Metal Shop	5	20	30	36	0	42
Carpenter Shop	7	39	3	118	1	4
Avenel	25	41	357	937	5	6
Branchville	0	2	44	172	0	0
Clinton	41	99	232	720	0	0
Hammonton	19	45	33	113	18	38
Lodi	63	152	191	560	13	31
~~Mercerville~~ C.Hill	38	86	277	757	10	50
Netcong	9	47	255	861	0	0
Newark	15	36	230	636	91	350
Toms River	0	38	342	862	40	138
Vineland	270	659	203	497	0	0

NVENTORY:

	Motor Vehicles				Self-Propelled Equipment				Powered Accessories		All Other Accessories	
	Trucks		Cars		Heavy Duty		Light Duty					
	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Month	Fiscal Year	Month	Fiscal Year
Acquisitions	7	15	22	90	6	6	12	19	1	2	0	0
Trades or Deadlines	26	51	4	10	2	2	5	12	0	1	0	0

UILDINGS & STRUCTURES

	No. Major Units	No. Minor Units	No. Leases in Effect
Inventory			95

	No. Structure Completions						No. Mechanical Completions						No.Miscellaneous Completi	
	Alterations		Repairs		New		Alterations		Repairs		New			
	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Mo.	Fisc.Yr.	Month	Fiscal Year
Projects														

	No. Projects Completed		No. Work Orders Issued		Studies & Investigations	
	Month	Fiscal Year	Month	Fiscal Year	No. Initiated	No. Pending
Designs & Studies *						
Dept. Staff						
Consultant						

CLAIMS:

Payments Received				Claims Initiated	Pending
No. Month	No. Fiscal Year	$ Month	$ Fiscal Year	No.	No.
8	63	373.09	2971.09	9	58

REMARKS: * Building and Grounds Bureau will submit their own report.

Form #AD-39

MONTHLY DIVISIONAL REPORT

Month of Sept.1964 19

Division: Maintenance & Operations

Bureau: Electrical

OPERATION:

27 Movable Bridges, Full Time; 7 On ~~XXXXXX~~ Notice; 2 Closed to Navigation.

MAINTENANCE:

*1,160 Traffic Signals; 4 Lane Control Systems; 660 Illuminated Signs; 36 Movable Bridges;
370 Mobile Radio Units; 11 Base Stations; 51 Replacement Equipment Knocked Down, 51 Location
3,443 State Maintained Lighting Units

CONSTRUCTION BY DISTRICT FORCES:

	Completed						Under Construction (Month)		
	New		Revision		Replacement				
	Month	Fiscal Year	Month	Fiscal Year	Month	Fiscal Year	New	Revision	Replacement
Traffic Signals	4	16	5	23	-	-	34	40	7
Lane Control Systems	-	-	-	-	-	-	-	1	-
Warning Systems	-	3	-	-	-	-	4	1	-
Illuminated Signs	1	2	-	2	-	-	-	6	-
Bridge Installations	-	-	-	-	-	-	1	-	-
Special	-	1	-	1	-	-	5	1	2
Miscellaneous	-	4	-	-	-	1	2	1	-

DESIGN:

	Bureau Forces			Consultants		
	Completed		In Progress	Completed		In Progress
	Month	Fiscal Year	Month	Month	Fiscal Year	(Month)
Highway Lighting	1	1	6	-	1	6
Traffic Signals	5	25	6	-	-	-
Lane Control Systems	-	-	-	-	-	-
Warning Systems	1	1	1	-	-	-
Illuminated Signs	1	3	2	-	-	-
Bridge Installations	1	1	-	-	-	-
Specifications	3	6	3	-	-	-
Field Surveys	10	21	-	-	-	-
Special	1	2	-	-	-	-
Miscellaneous	2	6	-	-	-	-

INSPECTIONS:

Prime	FUO	Road	Bridge	FAS	SA	Miscellaneous
5	49	43		8	-	-

NEGOTIATIONS:

In Progress		Completed	
Traffic Signals	Highway Lighting	Traffic Signals	Highway Lighting
11	3	3	2

CLAIMS:

Payments Received				No. Initiated Month	No. Work Orders Issued Month
No. Month	No. Fiscal Year	$ Month	$ Fiscal Year		
30	109	8,433.26	37,945.56	26	42

REMARKS

* 1 Traffic Signal Removed.

CONSTRUCTION BY CONTRACT

Route 95, Sec. 1P - 93% complete.
Route 287, Sec. 3E - 69% complete.
Route 29, Sec. 12 - 99% complete.

Route 287, Sec. 2E & 3D - 100% complete.
Route 80, Sec. 5U -

Form #AD-39

MONTHLY DIVISIONAL REPORT Month of Sept. 1964

Division: Maintenance and Operations
Bureau: Electrical

RESEARCH, DEVELOPMENT AND EVALUATION

NEW PROJECTS:

Name:
Purpose:

Method or Procedure:

Test Site or Location:
Project Number: 62- -R & D

PROJECTS UNDERWAY THIS DATE:

Highway Lighting - ; Signals 1 ; Radio - ; Electric Signs - ;
Warning Devices - ; Miscellaneous 1 ; Rail Lighting - 1.

INTERIM PROGRESS REPORT:

Name:	Purpose:	Project No:
Test of various low level lighting units.	Evaluation.	62-2
General Railway Signal Co. detectors.	Evaluation and test of presence and motion detectors.	62-21
Holophane Co. Luminaire, Type U-488-120-70.	Evaluation and test for approval - for use in New Jersey State Highway System.	62-25

FINAL REPORT:

Traffic signal lamp life test - check of 6,000 hour life. (62-3).
Name: American Elec. Mfg. Corp. Photo-electric Control, Supporting Bracket (62-24).

Conclusions:	Purpose:	Project No:
Calculations being prepared.	Life test of the lustra lamps vs. stock lamp.	62-3
Approved	For use in New Jersey State Highway System.	62-24

Recommendations:

Form #AD-39

MONTHLY DIVISIONAL REPORT

Month of Sept. & Oct. 1964

Division: Roads, Location & Design

Bureau: Federal Aid Secondary

REVIEWING PLANS AND SPECIFICATIONS:

Lakeside Boulevard, Morris & Sussex Counties, S217(1)
Mountain Avenue, Union County, S125(3)
South Main Street, Somerset County, SU117(6)
Fredon-Stillwater Road, Sussex County, S257(1)
Haddonfield-Berlin Road, Camden County, S259(1)
Columbia Road, Morris County, SU187(5)
Easton Avenue, Somerset County, SU99(4) & SU254(1)
Whippany Road, Morris County, SU122(4)
Boonton Turnpike, Morris County, S186(5)

BIDS RECEIVED:

Mt. Ephraim Avenue, Contract No. 2, Camden County, SU249(1)

CHECKING AS-BUILTS:

Fairview Ave. Ext., City of Trenton, Mercer County, SU246(1)
Hightstown-Princeton Road, Mercer County, S12(5) & S248(1)

ACCEPTED AS COMPLETE:

Mt. Holly-Burlington Road, Burlington County, S218(2)
Flemington-Whitehouse Road, Hunterdon County, S247(1)
Lincoln Street Bridge (Superstructure), Passaic County, SU245(2)
Hightstown-Princeton Road, Mercer County, S12(5) & S248(1)

APPROVED BY BUREAU FOR ADVANCEMENT TO STAGE 2:

Franklin Turnpike-East Main Street, Bergen County, SU258(1)
Georgetown-Franklin Turnpike, Somerset County, S220(2)
Boonton Turnpike, Morris County, S186(5)

DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
Public Information
TUxedo 2-3000

1964
Chester-Bridgeport Ferry Service

IMMEDIATE RELEASE

Trenton, N.J., Oct. 13 - Gov. Richard J. Hughes today announced continuation of the Chester-Bridgeport ferry service, so essential to industry on both sides of the Delaware, has been assured at least until Nov. 15.

The ferry service, operated by the Delaware River Ferry Co., has been in financial difficulties for some time. Previous service contracts with the States of New Jersey and Pennsylvania expired in September. New Jersey contributed its additional $25,000 to maintain operation for another thirty days and State Highway Commissioner Dwight R. G. Palmer then pressed Pennsylvania and the Delaware River Port Authority for equivalent contributions to maintain service at least until the year end.

The Governor said he was informed by the Commissioner that Pennsylvania will contribute its $25,000 toward operation of the ferry until November 15, 1964, supplementing New Jersey's payment. The guarantee was contained in a telegram to Commissioner Palmer from Henry D. Harral, Pennsylvania Secretary of Highways.

Commissioner Palmer, the Governor added, is scheduled to meet with the Delaware River Port Authority Oct. 21 to seek $25,000 from that agency to keep the ferry operating through the end of this year. He said the Commissioner felt optimistic regarding the Port Authority's reaction.

(more)

Between that meeting and the year end Commissioner Palmer will hold conferences with the Port Authority officials concerning extension of service beyond that date and until the proposed Chester-Bridgeport bridge is constructed and in operation.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY OCTOBER 9, 1964

WEEK OF OCTOBER 10 - OCTOBER 16

Trenton, Oct. 9 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of October 10 - October 16.

Atlantic

Route 9, Absecon, Wyoming Avenue -- Minor delays during water main installation.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to one lane in each direction during operations to repair bridge decks. The condition will continue through September.

Johnson Avenue will be closed between Madison Avenue and Route 4 until the end of 1964.

Route 93 and U.S. 1 and 9; Ridgefield -- Minor delays during island channelization work.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of October 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until November.

Route 42 and Route 76 and 295 interchange, Bellmawr -- Minor delays from 8 a.m. to 4:30 p.m. while ramps are resurfaced.

Route 70 Ellisburg Circle -- Minor delays during construction of vertical curb.

Route 70, Cherry Hill -- Minor delays during water main installation.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Essex-Union

Route 24, Millburn and Springfield -- Traffic in each direction on Morris Avenue between Mountain Avenue and Center Street (Springfield) will be delayed due to construction operations. The condition will continue through the month of November.

Gloucester

Route 47, Glassboro to Malaga -- Minor delays during surface treatment on shoulders.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road, Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fallof 1964. Traffic will be guided through detours at Aberfeldy Drive and at West Upper Ferry Road.

Route 206, south of Cherry Valley Road -- Minor delays during drainage construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area. Caution should be observed in locations where shoulder excavation has been performed.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for three months.

Route 35, Middletown -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at East Creek and Waackaack Creek. Minor interference will continue for three months.

Route 71, Manasquan -- Minor delays during intersection revision.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Passaic

Route 80, Paterson -- Madison Avenue which has been restricted to one lane of traffic in each direction will be open to full width.

Salem

Route 49, Salem River Bridge, Salem City and Lower Penns Neck Township -- Beginning September 14, traffic across the bridge will be restricted to one lane. Traffic directors will be on duty 24 hours daily. River traffic must arrange for draw openings 24 hours in advance. The condition is expected to continue until October 16.

(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road and Martinsville Road. Dead River Road and Mountain View Road have been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue for one year.

Route U.S. 202-206, Bedminster Township -- Route U.S. 202-206 will be closed to through traffic between Lamington Road and the junction of U.S. 202 and U.S. 206.

The southbound lanes of U.S. 206 will be used for two-way traffic for approximately one-half mile while the northbound lanes are being rebuilt.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next six months.

Schley Mountain Road (Layton Road) will be closed off from Douglas Road to Far Hills Road and a detour will be established via Douglas Road and Far Hills Road for the next five months.

Route 287, Bernards Township and Borough of Far Hills -- Annin Road will be closed to through traffic until bridge construction is complete.

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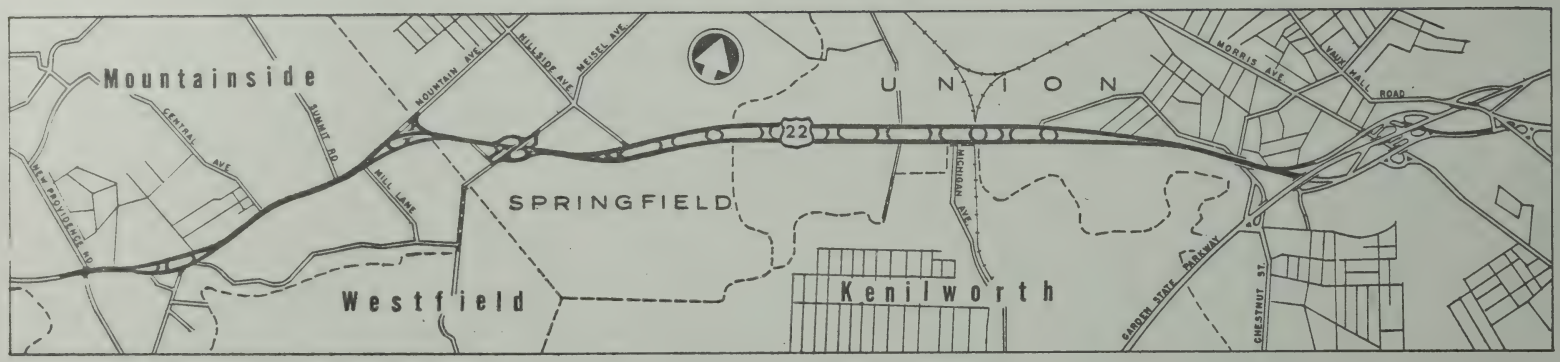
Mountainside
CENTRAL AVE
NEW PROVIDENCE RD
SUMMIT RD
MILL LANE
MOUNTAIN AVE
HILLSIDE AVE
MEISEL AVE
SPRINGFIELD
Westfield
22
UNION
MICHIGAN AVE
Kenilworth
GARDEN STATE PARKWAY
CHESTNUT ST
MORRIS AVE
VAUXHALL ROAD

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

IMMEDIATE RELEASE

1964
Route U.S. 22 - BIDS
Township of Union
Township of Springfield
Borough of Mountainside
Union County

Trenton, Oct. 8 - The New Jersey State Highway Department today announced a low bid of $832,360.55 was received from Standard Bitulithic Co., Newark, on a project for resurfacing a portion of Route U.S. 22 in Union County.

Other bidders on the project were: C. H. Winans Co., Roselle, $883,496.85; Michael LaMorgese and Son, Inc., Irvington, $948,687.33; L. Zimmerman and Sons, Inc., Hillside, $964,257.22; Lizza and Sons, Inc., Oyster Bay, N.Y., $1,015,857.90; Tri-County Asphalt Corp., Roseland, $1,058,789.00; Robert Bossert and Co., Inc., Newark, $1,111,293.70; County Asphalt Inc., Tarrytown, N.Y., $1,195,942.48 and Franklin Contracting Co., Little Falls, $1,209,203.27.

Route U.S. 22 in this location carries two lanes of traffic in each direction, eastbound and westbound, on reinforced concrete pavement which has become badly deteriorated as a result of heavy traffic usage.

The 5.5 mile project will extend westward from the vicinity of Vaux Hall Road in Union Township through the Township of Springfield to the vicinity of New Providence Road in the Borough of Mountainside.

All of Route 22, including turnarounds, will be resurfaced with a three inch thickness of bituminous concrete. Bituminous concrete shoulders will border the outer edges of the roadways.

The roadways of the Route are separated by variable width median divider in some locations and by concrete barrier in other locations.

(more)

1964
Route U.S. 22 - BIDS
Township of Union
Township of Springfield
Borough of Mountainside
Union County

Numerous turnarounds are located along the entire length of the highway in the area of the proposed project permitting traffic to readily reach local road intersections and business establishments.

Costs of the project, which is expected to be completed in 70 working days, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

U.S. 22, 13C, 14D
63-N-44

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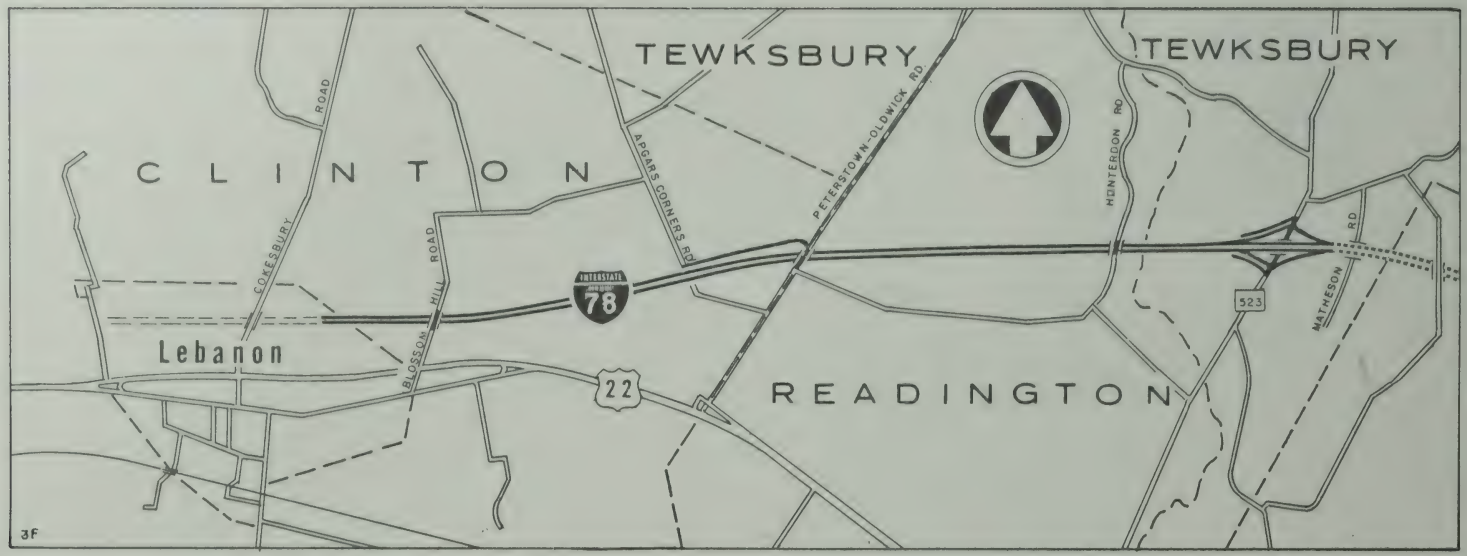
TEWKSBURY
TEWKSBURY
CLINTON
ROAD
COKESBURY
BLOSSOM HILL ROAD
APGARS CORNERS RD
PETERSTOWN-OLDWICK RD
HUNTERDON RD
MATHESON RD
INTERSTATE
78
22
523
Lebanon
READINGTON
3F

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NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
Interstate Route 78 - ADV
Lebanon Borough
Clinton Township
Readington Township
Tewksbury Township
Hunterdon County

Trenton, October 8 - The New Jersey State Highway Department today announced bids will be received November 5 on a project for construction of another portion of Interstate Route 78 in Hunterdon County.

The work area will consist of a 4.1 mile portion of Route 78 from the vicinity of Cokesbury Road in Lebanon Borough eastward through Clinton Township and Readington Township to a point east of County Route 523 in Tewksbury Township.

The proposed portion of Interstate Route 78 will carry three lanes of traffic in each direction, eastbound and westbound on roadways consisting of subbase 12 inches thick and reinforced concrete pavement 9 inches thick.

Traffic lanes will be 12 feet wide and will be bordered on the inner and outer edges by bituminous concrete shoulders.

A landscaped median will separate the roadways.

Structures to be built as part of the project will include:

1. A bridge to carry Blossom Hill Road over the roadways of the freeway.
2. A bridge to carry relocated Potterstown-Oldwick Road over the roadways of the freeway.

(more)

1964
Interstate Route 78 - ADV
Lebanon Borough
Clinton Township
Readington Township
Tewksbury Township
Hunterdon County

3. A bridge to carry Hunterdon Road over the superhighway.

4. Two bridges to carry the superhighway over the North Branch of Rockaway Creek.

5. Two bridges to carry the roadways of the freeway over County Route 523.

A frontage road will border the westbound roadway of the superhighway connecting Potterstown-Oldwick Road to Apgars Corner Road.

Complete interchange facilities will be built at the proposed intersection of Route 78 with County Road 523.

Access roads will be built on the north side and south side of the interstate route west of County Route 523 to permit access from the County Route to properties in the area.

To the east of the proposed project, construction is now underway on a 9.3 mile portion of Route 78 between County Route 523 and Burnt Mills Road in Somerset County. Beyond, Burnt Mills Road, bridges are being built at local road intersections over a distance of 6.4 miles to King George Road in Somerset County.

Portions of Route 78 now open to traffic include 9.3 miles between the Holland Tunnel westward to Port Street near the Newark Airport, and 14.7 miles between Still Valley, Warren County eastward to Route 69 near Annandale.

(more)

1964
Interstate Route 78 - ADV
Lebanon Borough
Clinton Township
Readington Township
Tewksbury Township
Hunterdon County

Overall plans for Interstate Route 78 show it extending over a distance of 66.2 miles from the New York State line at the Holland Tunnel westward to the Pennsylvania State line at the Delaware River Bridge in Phillipsburg, Warren County.

Ninety percent of the costs of Interstate Route construction in New Jersey are paid by the Federal Government while the remaining ten percent is paid by the State Highway Department.

The project is expected to take 310 working days to complete. All bids will be reviewed before a contract is awarded.

78,3F
64-I-15

#####


Keyport
T. MERESE AVE.
WASHINGTON AVE.
HOBART AVE.
FOURTH ST.
AVE.
CHINGAROR A
NAPLE PLACE
LUPPATATONG AVE.
BROADWAY
Overpass
ROUTE 35
BRIDGES TO BE WIDENED
PROPOSED STREET
BROADWAY
MAY ST.
WASHINGTON ST.
NAPLE AVE.
CENETERY
C.R.R. OF N.J.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

IMMEDIATE RELEASE

1964
Route 35 - BIDS
Monmouth County

Trenton, October 8 - The New Jersey State Highway Department today announced a low bid of $964,071.51 was received from Mohawk Constructors, Inc., Linden, New Jersey on a safety improvement project to be built on Route 35 in Keyport, Monmouth County.

Other bidders on the project were: Ole Hansen and Sons, Inc., Pleasantville, $1,048,495.05; Robert Bossert and Co., Inc., Newark, $1,056,959.78; Schiavone Construction Co., Inc., Secaucus, $1,123,645.55; Franklin Contracting Co., Little Falls, $1,188,239.36; Manzo Contracting Co., Inc., Matawan, $1,315,178.08.

The improvement will take place at the intersection of Broadway, Maple Avenue and Route 35, where congestion has increased in severity as traffic volumes have increased. The improvement will be accomplished through construction of an overpass, and some roadway widenings and relocations.

The half-mile long project will consist of widening and resurfacing the existing Route 35 roadway which now carries two lanes of traffic in each direction, eastbound and westbound. The reconstructed highway will have three lanes of traffic in each direction separated by a concrete barrier

(more)

curb 32 inches high.

At the intersection of Broadway and Maple Avenue with the eastbound roadway of Route 35, a concrete traffic island will be constructed permitting Route 35 traffic to enter southbound Maple Avenue. Northbound traffic on Maple Avenue as well as northbound traffic on Broadway will connect to eastbound Route 35 at this same location.

A bridge will be built about 300 feet west of the Broadway, Maple Avenue and Route 35 intersection to carry two lanes of local traffic from both Broadway and Maple Avenue over the highway.

Structural work in addition to the bridge at Maple Avenue will include the widening of the bridge carrying Route 35 over Luppatatong Creek and building a new bridge to carry the Central Railroad of New Jersey over the highway.

At the intersection of Broadway with the westbound roadway of Route 35 a concrete traffic island will be built assuring safe two way traffic movement between the highway and the local street.

Improvements will be made to local streets in the area to ease the movement and flow of traffic. Proposed improvements include those on Broadway, Maple Avenue, Fourth Street, Luppatatong Avenue and Chingarora Avenue.

Sidewalks will be built.

(more)

Costs of the project, which will take about 140 working days to complete will be shared by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

62-U-11
35,10B

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton AREA CODE 609 ···· 292-3105

IMMEDIATE RELEASE

1964
Route 35 - BIDS
Victory Bridge Fender Repair
Borough of Sayreville
City of Perth Amboy
Middlesex County

Trenton, October 8 - The New Jersey State Highway Department today announced a low bid of $16,389.00 was received from Edward O. Wickberg & Co., Inc., Perth Amboy, for a bridge fender repair project on the Victory Bridge carrying Route 35 across the Raritan River between the Borough of Sayreville and the City of Perth Amboy in Middlesex County.

Other bidders on the project were: Spearin, Preston & Burrows, Inc., New York City, $21,780.00; Linde-Griffith Construction Co., Newark, $25,829.00.

Damaged portions of the existing fender will be repaired using treated timber piles and timber sheeting.

There will be no interference to motorists on the bridge or to marine traffic passing under the bridge.

Costs of the project, which is expected to take 25 working days to complete, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

###

35, 12E
64-M


NEW JERSEY STATE HIGHWAY DEPARTMENT
ONE MILE
INTERSTATE 80
INTERSTATE 95
PARAMUS
RIVEREDGE
NEW MILFORD
BERGENFIELD
TENAFLY
ROCHELLE PARK
MAYWOOD
HACKENSACK
TEANECK
ENGLEWOOD
ENGLEWOOD CLIFFS
BOGOTA
RIDGEFIELD PARK
LEONIA
FORT LEE
PALISADES PARK
SOUTH HACKENSACK
TETERBORO
HASBROUCK HEIGHTS
WOODRIDGE
WALLINGTON
LITTLE FERRY
GARFIELD
LODI
SADDLE BROOK
HUDSON RIVER
NEW JERSEY
NEW YORK
GEORGE WASHINGTON BRIDGE
HACKENSACK RIVER
SADDLE RIVER
OVERPECK CREEK
GARDEN STATE PARKWAY
NEW YORK CENTRAL R.R. WEST SHORE
ERIE R.R.
R.R. (ABANDONED)
CEM.
4
9
9W
17
20
46
1-9
1-9-46
63

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
Interstate Routes 80 & 95
Bergen-Passaic Expressway
Bergen County

Trenton, October 8 - The New Jersey State Highway Department today announced the Bergen-Passaic Expressway between the George Washington Bridge and the Garden State Parkway will be opened at official ceremonies in Teaneck, 12 noon, October 19.

State Highway Commissioner Dwight R. G. Palmer said that Governor Richard J. Hughes will dedicate this important artery and Federal Highway Administrator Rex M. Whitton will participate in the ceremonies.

After the customary ribbon cutting, barricades will be removed at interchanges and ramps along the entire ten miles from the George Washington Bridge interchange in Fort Lee to the Garden State Parkway interchange in East Paterson.

Traffic coming off the George Washington Bridge will use the express lanes of the Bergen-Passaic superhighway until crossing the Hackensack River.

From the Hackensack River westward to the Parkway, all lanes will be opened.

At the Garden State Parkway, entrance ramps from local streets and the Parkway will be opened to eastbound Interstate Route 80. Westbound Route 80 traffic will find exit ramps leading to local streets and the Garden State Parkway.

(more)

1964
Interstate Routes 80 and 95
Bergen-Passaic Expressway
Bergen County

At Saddle River Road, in Saddle Brook Township, eastbound Route 80 traffic will be able to exit, and westbound traffic enter the Expressway.

In Lodi, exit and entrance ramps will lead to and from the vicinity of Riverview Avenue, which will cross over Route 80 on an overpass to Essex Street.

Full interchange facilities at the point where Route 17 crosses Route 80 in Hackensack will be ready for the opening, including eastbound entrance ramps and westbound exit ramp to and from Polifly Road.

In Teterboro, exit and entrance ramps from eastbound Route 80 to North Street have been constructed, and a similar set of ramps built on the opposite side of the superhighway, leaving from westbound Route 80 to Wesley Avenue in South Hackensack.

In Hackensack, an interchange generally located between Vreeland Avenue and Hudson Street will provide full entrance and exit facilities.

East of the Hackensack River, no exit or entrance ramps will be open until traffic reaches the Interstate Route 95 interchange near the George Washington Bridge.

Commissioner Palmer explained the ten-mile section of the Bergen-Passaic Expressway to be opened is made up of parts of two interstate highways -- Route 95 extending from the George Washington Bridge about four miles westerly to an interchange near Teaneck Road where Interstate Route 80 begins its journey west to San Francisco.

(more)

1964
Interstate Routes 80 and 95
Bergen-Passaic Expressway
Bergen County

A total of 25 construction contracts, amounting to more than $76 million were required to construct the Expressway some 13 miles into Paterson, and start preliminary work another two miles into West Paterson.

The Department is aiming to open the Expressway between the Garden State Parkway and Paterson in the near future. The remaining portions extending into West Paterson is scheduled for completion by 1966.

The Commissioner noted that the ten-mile portion of the Expressway soon to go in service ranks as one of the most important sections in the entire 41,000-mile-long Interstate System which will link more than 90 per cent of all American towns of more than 50,000 inhabitants. He said traffic will converge on the Expressway from all major centers west and south of Bergen and Passaic Counties, which will make it one of the most heavily traveled highways in the world.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ··· 292-3105

RELEASE THURSDAY P.M.'s

1964
SALE OF BUILDINGS - Route 35
Wall Township
Monmouth County

Trenton, Oct. 8 - The New Jersey State Highway Department today scheduled public sales Tuesday, October 13 of three vacant dwellings in Wall Township, Monmouth County.

The buildings now stand on land purchased by the Department for the future construction of Route 35 Freeway and must be moved from their present locations.

The dwellings are located at 2815 Polk Street and 2907 Fillmore Avenue. Another on Polk Street is located 150 feet east of Monmouth Blvd.

A Highway auctioneer will be on the 2907 Fillmore Avenue property at 11:30 a.m. to receive bids on the buildings which will be sold as separate units.

A Highway spokesman said that similar sales during recent years have saved or returned to the Department almost one million dollars, and returned hundreds of valuable buildings to service and municipal tax rolls. The spokesman noted that this year, to date, $68,105.00 have been gained by building sales, plus $32,375.00 in saved demolition costs.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY OCTOBER 2, 1964

WEEK OF OCTOBER 3 - OCTOBER 9

Trenton, Oct. 2 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of October 3 - October 9.

Atlantic

Route 9, Absecon, Wyoming Avenue -- Minor delays during water main installation.

Route 9, Pleasantville -- Slight delay during sewer installation.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to one lane in each direction during operations to repair bridge decks. The condition will continue through September.

Johnson Avenue will be closed between Madison Avenue and Route 4 until the end of 1964.

Burlington

Route 73 at Maple Shade -- Slight delay during sanitary sewer installation.

Route 206 Atsion to Red Lion Circle -- Minor delays during shoulder oiling work.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of October 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until November.

Camden

Route 70, Ellisburg Circle -- Minor delays during construction of vertical curb.

Cumberland

Route 49, Bridgeton -- Minor delay during surface treatment work on shoulders.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Essex-Union

Route 24, Millburn and Springfield -- Traffic in each direction on Morris Avenue between Mountain Avenue and Center Street (Springfield) will be delayed due to construction operations. The condition will continue through the month of November.

Gloucester

Route 45, Oldmans Creek to Mullica Hill -- Minor delays during surface treatment on shoulders.

Route 47, Glassboro to Malaga -- Minor delays during surface treatment on shoulders.

(more)

1964
TRAFFIC CONDITIONS REPORT

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964. Traffic will be guided through detours at Aberfeldy Drive and at West Upper Ferry Road.

Route 206, south of Cherry Valley Road -- Minor delays during drainage construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area. Caution should be observed in locations where shoulder excavation has been performed.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for four months.

Route 35, Middletown -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at East Creek and Waackaack Creek. Minor interference will continue for three months.

Route 71, Manasquan -- Minor delays during intersection revision.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Salem

Route 49, Salem River Bridge, Salem City and Lower Penns Neck Township -- Beginning September 14, traffic across the bridge will be restricted to one lane. Traffic directors will be on duty 24 hours daily. River traffic must arrange for draw openings 24 hours in advance. The condition is expected to continue until October 16.

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road, Martinsville and

1964
TRAFFIC CONDITIONS REPORT

Somerset cont'd

Mountain View Road. Dead River Road has been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue for one year.

Route U.S. 202-206, Bedminster Township -- Route U.S. 202-206 will be closed to through traffic between Lamington Road and the junction of U.S. 202 and U.S. 206.

The southbound lanes of U.S. 206 will be used for two-way traffic for approximately one-half mile while the northbound lanes are being rebuilt.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next six months.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton AREA CODE 609 ···· 292-3105

FOR USE UPON RECEIPT

1964
NATIONAL HIGHWAY WEEK

Trenton, Oct. 2 - Governor Richard J. Hughes has proclaimed the week of October 4 - 10 as National Highway Week in New Jersey.

The Governor signed the proclamation at a brief ceremony yesterday attended by H. P. Beschenbossel, Division Engineer of the U.S. Bureau of Public Roads; State Highway Commissioner Dwight R. G. Palmer; State Highway Engineer James R. Schuyler; Russell H. Mullen, Executive Assistant to the Commissioner; and J. Anton Hagios, Executive Director of the N.J. Citizens Highway Committee.

Governor Hughes noted that the personal safety and economic well-being of an increasingly great segment of New Jersey's population, as well as the State's industrial growth, are inherently joined with the adequacy of highways and he called attention to New Jersey's participation with other states of the nation in an accelerated program to promote highway safety and construction.

He added that it was most appropriate that National Highway Week should be observed in recognition of the tremendous task that has been undertaken to improve the safety, social and economic well-being of our citizens, and the industrial growth of our State, through highway construction.

The proclamation marks the fourth consecutive year that National Highway Week has been observed in New Jersey. In accordance with the practice of previous years, the Highway Department has placed an exhibit in the rotunda of the State House during the week.

EDITORS: A copy of the Governor's proclamation, suitable for reproduction, is attached.

STATE OF NEW JERSEY
EXECUTIVE DEPARTMENT

PROCLAMATION

WHEREAS, the continued national growth of New Jersey and the Nation is vitally dependent upon highways in the movement of people and goods; and

WHEREAS, the personal safety of an increasingly vast segment of our State and national population is inherently joined with the adequacy of highways; and

WHEREAS, these facts are testified to almost daily in the Press of this State and Nation by news accounts concerned with highway matters including growth, adequacy and inadequacy, accident and death tolls; and

WHEREAS, in this State alone motor vehicles traveled more than nine and one-half billion miles on the State Highway System during the past calendar year; and

WHEREAS, New Jersey is currently engaged with the other States of this Nation in a joint accelerated program to promote highway safety and construction;

NOW, THEREFORE, I, RICHARD J. HUGHES, Governor of the State of New Jersey, do hereby proclaim the week of

OCTOBER 4 - 10, 1964

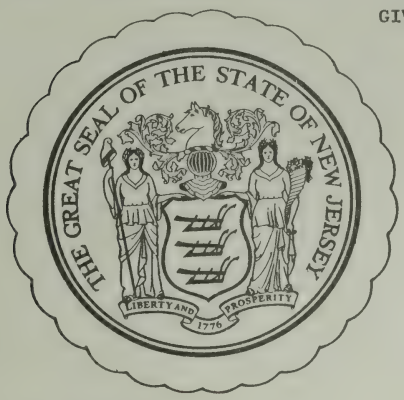
AS

NATIONAL HIGHWAY WEEK

in New Jersey in recognition of the importance of the tremendous task that has been undertaken to improve the safety, social and economic well-being of our citizens through highway construction and I urge all citizens of our State to make appropriate observance of this occasion.

GIVEN, under my hand and the Great Seal of the State of New Jersey, this first day of October in the year of Our Lord one thousand nine hundred and sixty-four and in the Independence of the United States the one hundred and eighty-ninth.

Richard J. Hughes
Governor



BY THE GOVERNOR:

Robert M. Falcey
Acting Secretary of State

DIVISION OF RAILROAD TRANSPORTATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
Public Information
TUxedo 2-3000

RELEASE - FRIDAY P.M.'s - Oct. 2

1964
Railroad Passenger Service
Contracts

Trenton, October 2 - Highway Commissioner Dwight R. G. Palmer today announced that the State intends to pay New Jersey railroads a total of $7,294,100 for operating passenger service during the fiscal year ending June 30, 1965. He stated that under contracts with the State the Jersey Central would receive $2,866,275, Erie-Lackawanna $2,200,750, Pennsylvania $1,799,000, Pennsylvania-Reading Seashore Lines $215,000, New Jersey & New York $86,075 and New York, Susquehanna & Western $73,500..

These details were contained in a determination of the railroad program for the fiscal year filed by the Commissioner with the Secretary of State as required by the New Railroad Passenger Service Act which became effective July 1st. The determination serves as the basis for contracts with the railroads which are expected to be executed within the next few days.

The Commissioner pointed out that the new law permitted greater flexibility than in the past in his determination of the amount to be paid each railroad for service. He said that the value of the service to the public and certain aspects had been considered along with the financial condition of each carrier in arriving at a payment figure.

Commissioner Palmer emphasized that the proposed payments fall far short of covering the deficits experienced by these railroads in providing this service, mentioning that the Reading Railroad had not found the amount of State compensation sufficient to enter into a service contract.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
TUxedo 2-3000 - Ext. 431-432

REIEASE UPON RECEIPT

1964
ROUTE U.S. 1 and 9 - COMPLETION
Newark
Essex County

Trenton, Oct. 2 - The New Jersey State Highway Department today announced completion of a $380,000 project for improvement of a portion of Route U.S. 1 and 9 in Essex County.

Work on the 1.3 mile project consisted of replacing portions of the existing granite block pavement on the elevated southbound roadway between Foundry Street and South Street in Newark, and resurfacing the down ramp from the southbound lanes to Wilson Avenue.

The southbound roadway carries two lanes of through traffic and two lanes of local traffic separated by a concrete median two feet wide. Formerly the roadway consisted of a surface of granite block placed on top of a sand cushion and a base course of reinforced concrete.

The granite block, the sand cushion and the concrete median have been excavated in badly worn areas.

The excavated portions have been replaced with bituminous concrete pavement. New white concrete island curb separates the local and through southbound roadways.

Costs of the project will be paid entirely by the New Jersey State Highway Department.

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1 and 9, 2D
63-N-36

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ···· 292-3105

RELEASE UPON RECEIPT

1964
Mt. Ephraim Avenue - ADV
Traffic Signals
City of Camden and
Borough of Woodlynne
Camden County
Federal Aid Secondary

Trenton, Oct. 2 - The New Jersey State Highway Department today announced bids will be received October 22 on a Federal Aid Secondary project for the installation of traffic signals on a portion of Mt. Ephraim Avenue in the City of Camden and the Borough of Woodlynne in Camden County.

Improvement work along a 1.67 mile portion of Mt. Ephraim Avenue between Haddon Avenue and Fairview Street is nearing completion. Mt. Ephraim Avenue is now a four lane undivided roadway providing two lanes of traffic in each direction, northbound and southbound.

Traffic signals will be installed along Mt. Ephraim Avenue at Chestnut Street, Kaighns Avenue, Atlantic Avenue, Everett Street, Chase Street, Van Hook Street and Ferry Avenue.

A Highway Department spokesman noted that plans called for improvement of Mt. Ephraim Avenue under two contracts, the first was started last year and included installation of underground conduit as well as pavement work and the second covers above ground electrical installations.

Costs of the project will be shared equally by the Federal Government and Camden County. All bids will be reviewed by State Highway Department engineers before a contract is awarded.

Mt. Ephraim Ave.
FAS

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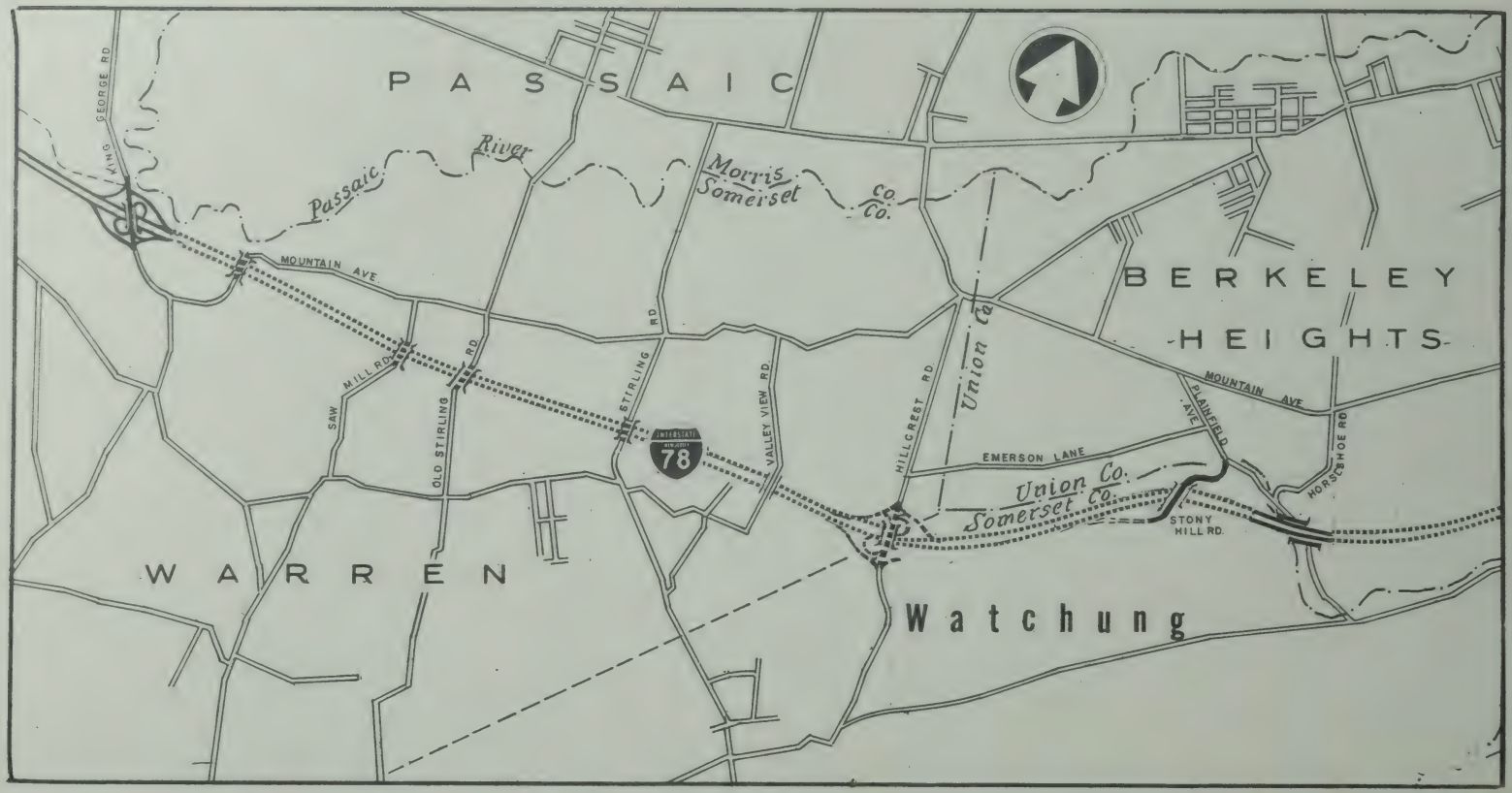
PASSAIC
Passaic River
Morris Co.
Somerset Co.
KING GEORGE RD
MOUNTAIN AVE
BERKELEY HEIGHTS
SAW MILL RD
OLD STIRLING RD
STIRLING RD
VALLEY VIEW RD
HILLCREST RD
Union Co.
INTERSTATE NEW JERSEY 78
MOUNTAIN AVE
PLAINFIELD AVE
HORSESHOE RD
EMERSON LANE
Union Co.
Somerset Co.
STONY HILL RD.
WARREN
Watchung

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609····292-3105

IMMEDIATE RELEASE

1964

Interstate Route 78 - BIDS
Borough of Watchung
Somerset County
Berkeley Heights Township
Union County

Trenton, Oct. 1 - The New Jersey State Highway Department today announced a low bid of $2,408,710.64 was received from Mal-Bros Contracting Co., on a project for construction of a portion of Interstate Route 78 in Somerset and Union Counties.

Other bidders on the project were: Schiavone Construction Co., Inc., Secaucus, $2,431,998.71; Public Constructors, Inc., Blackwood, $2,450,710.98; Ell-Dorer Contracting Co., Plainfield and L. Zimmerman and Sons, Inc., Hillside (JOINT VENTURE) $2,457,782.20; Robert Bossert and Co., Inc., Newark, $2,479,227.71; Mohawk Constructors, Inc., Linden, $2,487,214.08; Slattery Contracting Co., Maspeth, N.Y., $2,527,793.21; Franklin Contracting Co., Little Falls, $2,549,893.81; Conduit and Foundation Corp., Phila., $2,552,125.75; Poirier and McLane Corp., N.Y.C., $2,609,171.33 and Brookfield Construction Co., Inc., N.Y.C., $2,673,881.01.

The proposed project, 0.34 miles in length, will consist of the construction of bridges and partial grading of portions of the mainline roadways of Route 78 between Stony Hill Road in the Borough of Watchung, Somerset County eastward to the vicinity of relocated Plainfield Road in Berkeley Heights Township, Union County.

Stony Hill Road will be relocated and will be carried over the roadways of Route 78 on a bridge to be built as part of this contract. Stony Hill Road will intersect with Plainfield Avenue north of the Interstate Route.

(more)

1964
Interstate Route 78 - BIDS
Borough of Watchung
Somerset County
Berkeley Heights Township
Union County

Further east, the roadways of Route 78 will be carried over Green Brook and Plainfield Avenue on new bridges.

The main roadways of Route 78 will be partially graded over a distance of about 1000 feet in the vicinity of the Plainfield Avenue overpass.

Further plans for Route 78 in this area call for completion of a dualized freeway carrying the three lanes of traffic in each direction, eastbound and westbound on bituminous concrete roadways separated by a grass island median.

Ninety percent of the costs of Interstate Route construction in New Jersey is paid by the Federal Government while the remaining ten percent is paid by the State Highway Department. All bids will be reviewed by both agencies before a contract is awarded.

78,4E
64-I-15

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NEW JERSEY STATE HIGHWAY DEPARTMENT
Bureau of Public Information-Trenton, N.J.
Featurettes for News Media

FREEWAYS PAY FOR THEMSELVES
6434

FOR IMMEDIATE RELEASE

Transportation experts claim that modern freeways pay for themselves in a few years.

The initial cost of urban freeway construction, such as the Interstate system, may appear staggering when compared with costs of conventional streets.

There are reports of sections of freeways costing $35 million. In some locations in New Jersey the cost has been in excess of $6 million a mile. The average cost for the state is slightly more than $1 million.

But even so, when the cost is compared to the benefits derived in the form of savings, freeways prove much less expensive per vehicle mile than regular streets and roads.

There are three different scientific methods of determining direct dollar benefits derived from freeways. The first two involve the money savings to the motorist. The third measures the dollar value freeway traffic generates in revenues from user taxes (fuel taxes, etc).

The average saving in commercial use of freeways comes to two cents per truck mile, figured by computing gasoline savings, maintenance cost savings, accident repairs savings, and commercial time savings.

However, transportation experts claim the formula is too conservative. They say private vehicles should be included in the computation; such as the doctor and repair man making their rounds, the salesman, government official

(more)

and businessman heading for appointments.

Including these freeway users brings the average saving to four cents per vehicle mile.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609····292-3105

RELEASE THURSDAY P.M.'s

1964
SALE OF BUILDINGS
Interstate Route 78
Berkeley Heights
Union County

Trenton, Oct. 1st - The New Jersey State Highway Department today scheduled a public sale Tuesday, October 6th of two vacant dwellings in Berkeley Heights, Union County.

The buildings now stand on land purchased by the Department for the future construction of Interstate Route 78 through the area and must be moved from their present locations.

The two dwellings are located at 242 and 250 Diamond Hill Road.

A Highway auctioneer will be on the 250 Diamond Hill Road property at 11:30 a.m. to receive bids for both dwellings which will be sold as separate units.

A Highway spokesman said that similar sales during recent years have saved or returned almost a million dollars to the State and returned hundreds of valuable buildings to use and to municipal tax rolls.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
TUxedo 2-3000 - Ext. 431-432

RELEASE THURSDAY P.M.'s

1964
Interstate Route 78
Warren & Bernards Townships
Watchung Borough, Somerset Co.
Berkeley Heights, Union County

Trenton, Oct. 1 - The New Jersey State Highway Department today announced construction crews will start work next week at bridge sites along Interstate Route 78 in Somerset and Union Counties.

The work will be done under a $2.8 million contract for building six bridges and a brook culvert at six separate locations along the highway's alignment between King George Road in Warren Township, Somerset County, and Horseshoe Road in Berkeley Heights, Union County.

The new construction job is the third Route 78 project to get underway in Hunterdon and Somerset Counties since spring. Slightly more than five miles of the new superhighway is being fully constructed between County Route 523 in Tewksbury Township, Hunterdon County and the site where Route 78 and 287 interchange in Bedminster Township, Somerset County.

Moving eastward, one construction project is underway to build bridges in the six-mile stretch between Route 287 to King George Road. The new contract continues bridge constructing east to Horseshoe Road.

Bids on a fourth Route 78 project, which will continue construction of bridges eastward to Plainfield Avenue in Berkeley Heights, Union County will be received October 1. Work on this project, slightly less than half a mile in length, should get underway early in November.

(more)

1964
Interstate Route 78
Warren & Bernards Townships
Watchung Borough, Somerset County
Passaic Township, Morris County

The roadbuilding firm which was awarded the contract, Conduit and Foundation Corporation of Philadelphia, said they plan to start work next week in the vicinity of King George Road. Here, construction crews will clear the area where Route 78 will cross the road so a detour road can be built around the site of the future King George Road bridge over the superhighway.

Nearby, the ground will be cleared to build another bridge that will take the local road over Dead River after it is relocated.

Next, Saw Mill Road will be closed to through-traffic at the boundaries of Route 78 so preliminary work can start on this bridge, as well as a culvert which will channel Corys Brook under the highway.

Before year's end earth movers will start taking dirt from the highway's path between Stony Hill Road and Plainfield Avenue, and move it to the bridge sites for use as embankments.

Next year, work will begin in earnest on the bridges at King George Road, Mountain Avenue, Saw Mill Road, Old Stirling Road and Hillcrest Road. Completion of the project is expected early in 1966.

A Department spokesman said an Information Center will be held early in November which will bring detailed construction and right-of-way plans, as well as Highway personnel, to a meeting place near the construction sites.

(more)

1964
Interstate Route 78
Warren & Bernards Townships
Watchung Borough, Somerset County
Passaic Township, Morris County

He said the two projects extending from King George Road to Plainfield Avenue are interrelated in a manner that will make their presentation at a single Information Center easier to understand.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
Route U.S. 30 - COMPLETION
Waterford Township
Camden County

Trenton, Oct. 1 - The New Jersey State Highway Department today announced completion of a $129,000 project for the construction of traffic turnarounds at the intersection of Route U.S. 30 and Atco Avenue in Waterford Township, Camden County.

Work on the project also included drainage improvements on about one mile of Route U.S. 30 in the area.

Southbound traffic on Route U.S. 30 desiring to turn at Atco Avenue or to turnaround to the northbound lanes of the highway now enters Granger Avenue through a connecting ramp and continues to an intersection with Atco Avenue.

Northbound traffic on Route U.S. 30 desiring to turn at Atco Avenue or to turnaround to the southbound lanes now enters Auburn Avenue at a location about 600 feet south of the Atco Avenue intersection, turns left on West Second Street and continues northward to the intersection with Atco Avenue.

West Second Street has been widened to 30 feet and carries one lane of traffic in each direction on a bituminous concrete surface bordered by white concrete vertical curb.

Westbound traffic on Auburn Avenue is able to reach northbound Route U.S. 30.

Two lanes of traffic will be carried on Atco Avenue west of Route U.S. 30 on a bituminous concrete roadway to be constructed 40 feet wide. The roadway is bordered by white concrete vertical curb. Sidewalks are provided.

(more)

1964
Route U.S. 30 - COMPLETION
Waterford Township
Camden County

Granger Avenue carries one lane of traffic in each direction on bituminous concrete roadway bordered by white concrete vertical curb.

Costs of the project will be paid by the State Highway Department.

30,12A
64-N-41

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ORANGE
HARRISON
ELMWOOD
SANFORD
ST.
OAKWOOD
HAMPTON TER.
BEAUMAN ST.
WEBSTER PL.
WILLIAM AVE.
WASHINGTON
CENTRAL
EVERGREEN PLACE
HALSTED
ST.
S.
CLINTON ST.
S. BURNET ST.
PROSPECT ST.
LINCOLN ST.
MAIN ST.
N. CLINTON ST.
EAST ORANGE
PARK AVE.
CARNEGIE AVE.
BEECH ST.
CHESNUT AVE.
LENOX AVE.
WALNUT ST.
N.
ARLINGTON AVE.
S. MUNN AVE.
N. ARLINGTON AVE.
N. MUNN AVE.
STATE PARKWAY
GARDEN
ORATON
HAWTHORNE
MAPLE AVE.
WINTHROP TER.
GROVE ST.
N. GROVE ST.
PKWY.
HOLLYWOOD
STEUBEN ST.
STERLING ST.
9TH.
SUSSEX AVE.
280
509
N. 19TH. ST.
N. 18TH. ST.
N. 17TH. ST.
N. 16TH. ST.
N. 15TH. ST.
S. 15TH. ST.
S. 14TH. ST.
S. 13TH. ST.
S. 12TH. ST.
S. 11TH. ST.
CENTRAL AVE.
W.
6TH.
4TH.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE TUESDAY P.M.'s

1964
Interstate Route 280 - ADV
City of East Orange
Essex County

Trenton, Sept. 29 - The New Jersey State Highway Department today announced it will receive bids October 29 on a project for construction of the first major section of Interstate Route 280 (the Essex East-West Freeway) in Essex County.

Work on the nearly 0.75 mile project, which will extend from Harrison Street eastward to Munn Avenue in the City of Orange, will include clearing and grading part of the proposed depressed portion of the Essex East-West Freeway which will eventually extend through the Oranges.

One way frontage roads, built at the same level as existing local streets in the area, will be constructed along the northern and southern edges of the superhighway to connect local roads and to provide a path for traffic on local roads leading to connections with the Freeway.

The eastbound frontage road will extend from Harrison Street eastward to Munn Avenue and the westbound frontage road will extend from the vicinity of Arlington Avenue westward to Harrison Street.

McKinley Avenue, which now borders the northern edge of the proposed Freeway will be rebuilt and will become the westbound frontage road. The existing stone block surface of McKinley Avenue will be removed and replaced.

The frontage roads will carry three lanes of one-way traffic in each direction eastbound and westbound on subbase 12 inches thick, bituminous stabilized base course six inches thick and a bituminous concrete surface two inches thick. Concrete curb and sidewalk will be built.

(more)

1964
Interstate Route 280 - ADV
City of East Orange
Essex County

Future contracts will call for completing the main roadways of the Freeway. Route 280 will carry three lanes of traffic in each direction separated by concrete barrier curb.

Excavated materials from this project will be used to replace unsuitable materials excavated, as part of another project, from a portion of Interstate Route 78 in the vicinity of Newark Airport.

Structures to be built as part of the proposed project will carry local streets over the Freeway. Bridges will be built at Harrison Street, Evergreen Place, Halsted Street, South Clinton Avenue, South Burnet Street and South Walnut Street.

During construction, traffic on local streets in the construction area will be detoured as construction proceeds in order to assure motorists of minimum delay.

Interstate Route 280 when completed will extend over a distance of 17.3 miles from an intersection with Interstate Route 80 in Parsippany-Troy Hills, Morris County, eastward to Route 95 near Secaucus, Hudson County.

Ninety percent of the costs of the project, which is expected to be completed in 400 working days will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.


NEWARK
CLINTON AVE.
HAWTHORNE AVE.
BELMONT AVE.
BROAD ST.
PENNSYLVANIA R. R.
CLINTON PL.
OSBORNE TER.
LYONS AVE.
BERGEN ST.
CHANCELLOR AVE.
ELIZABETH AVE.
AVENUE
78
21
PORT ST.
HAYNES AVE.
FRELINGHUYSEN AVE.
LAKE WEEQUAHIC
NEWARK AIRPORT
N.J. TURNPIKE
9

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609····292-3105

RELEASE TUESDAY P.M.'s

1964
Interstate Route 78 - ADV
Newark
Essex County

Trenton, Sept. 29 - The New Jersey State Highway Department today announced it will receive bids October 22nd on its first Interstate Route 78 construction project in Essex County.

The project site will be in the Newark Meadow area north of Route 1 and opposite Newark Airport, on the site of what will be the largest of the many multi-ramp interchanges to be built in this State as part of the national system of Interstate and Defense highways.

The work will consist of excavating more than one million cubic yards of meadow lands - root-mat and muck and back-filling with more than 1.5 million cubic yards of material slated to be removed from work sites on the Essex East-West Freeway (Interstate Route 280) in another section of Newark.

The Route 78 project will involve a 1.25 mile section of its alignment from the Pennsulvania Railroad easterly to the vicinity of Route U.S. 1 and 9 as it swings north from Newark Airport.

Although this project will encompass the greatest bulk of excavation and back-fill for the new interchange, the total interchange complex will be completed under contracts to be let in the future. The interchange will enable traffic on Route 78 and on Routes U.S. 1 and 9 to merge as well as to make connections to other highways and local roads in the area. Access to Newark Airport, in both its present and future development layout, will be provided.

(more)

1964
Interstate Route 78 - ADV
Newark
Essex County

All work on the excavation - back-fill contract now awaiting bids is expected to be completed by December 1st, 1965. Ninety percent of its cost will be paid by the Federal Government while the remaining ten percent will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

When completed, Interstate Route 78 will stretch across New Jersey from west to east over a distance of 66.2 miles from the Delaware River Bridge at Phillipsburg, Warren County, to the New Jersey-New York State line at the Holland Tunnel in Jersey City, Hudson County. Total cost of the superhighway is estimated at $131 million.

At the present time approximately 30 miles of Interstate Route 78 are open to traffic, plans for construction of another 33 miles are being drafted in their final form, with only 2.5 mile section of alignment to be aired at public hearing.

78,5T
63-I-21

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ···· 292-3105

RELEASE UPON RECEIPT

1964
TRAFFIC REGULATION
Route 287
Ramp G
Boonton
Morris County

Trenton, September 26 - The New Jersey State Highway Department today announced new traffic regulations along Interstate Route 287 in Boonton, Morris County.

The yield sign that was located on the exit ramp to Frontage Road has been removed and stop signs erected at the Frontage Road entrance from Roessler and Wilson Streets.

A Highway spokesman said that the Borough had requested the change and Department studies of the location found it necessary. Frontage Road carries two-way traffic to Roessler which is near the ramp exit and is more heavily traveled than Roessler or Wilson. It was a safety procedure the spokesman said to designate the lesser traveled streets as stop streets.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton AREA CODE 609 ···· 292-3105

RELEASE UPON RECEIPT

1964
APPRENTICE PROGRAM
STATEWIDE

Trenton, Sept. 25 - The New Jersey State Highway Department today was qualified by the U.S. Department of Labor to conduct training programs under the National Apprenticeship Program. The Department is advised it is the first State agency in the nation to so qualify.

U. S. Labor Department representatives Joseph R. Stevens, State Director, and John LaPorta, Trenton Area representative, presented Highway Commissioner Dwight R. G. Palmer with a certificate of registration. The certificate, signed by Labor Secretary W. Willard Wirtz under the national program, qualified the Department to establish a course for automotive mechanics.

In receiving the certificate, Commissioner Palmer announced the Department is expanding the apprenticeship program into other trade classifications.

The Commissioner stated the program was established by the Highway Department in line with the expressed policy of President Lyndon B. Johnson and Governor Richard J. Hughes to create improved job opportunities for young people. He said the objectives would be accomplished in two ways -- first, new employment opportunities at the apprenticeship level would be created

(more)

and, second, qualified young people who had found themselves unable to pursue their training would be given this opportunity also.

Under the two-year program, for example, apprentices will receive full time on-the-job job training to qualify them as journeymen automotive mechanics in Department garages throughout the State. They also will attend Federally approved mechanics courses at local evening vocational schools. The vocational courses will be provided at no cost to the students or the Highway Depa tment under the terms of Federal Vocational Education Grants.

The State Civil Service Department will hold examinations for apprentices within a few weeks. Successful applicants will then be interviewed by the Highway Department. Main qualifications are eighth grade education, a year's experience in mechanics, or a year's vocational school training.

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NEW JERSEY STATE HIGHWAY DEPARTMENT
Bureau of Public Information-Trenton, N.J.
Featurettes for News Media

COST OF SIGNS
6433

RELEASE UPON RECEIPT

There are about 65,000 signs of all types on the New Jersey State Highway System.

There are red signs, green signs, blue, white, yellow, and red-white-and-blue signs. They come in round, square, triangular, redtangular, hexagonal and two different shield shapes.

There are speed limit signs, warning signs, directional signs, informational signs and highway route numbers.

Nearly all these signs are designed and made in the State Highway Department Sign Shop in Trenton.

The Sign Shop turns out about 10,000 signs each year. The average cost is approximately $17. to make and install a sign along the State Highway System.

For a 24 inch square aluminum sign, the material alone costs $7.00; plywood $6.00, masonite $5.00. Added to this is the cost of reflectorizing the signs so they are visible at night. The reflectorizing material cost .80 a square foot.

To drill holes for mounting, and to paint the sign costs $1.65 in labor. Then there's the average labor charge of $8.23 to install one sign.

So, when some college student steals a highway sign for his dormitory room, he has stolen approximately $17.00 of taxpayers money. And when frustrated hunters shoot holes in signs, the same thing is true.

(more)

With more than 800 signs stolen or vandalized each year, the taxpayers money is being wasted....on highway signs alone....to the tune of better than $14,000 yearly.

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NEW JERSEY

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY SEPTEMBER 25, 1964

WEEK OF SEPTEMBER 26 - OCTOBER 2

Trenton, Sept. 25 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of September 26 - October 2.

Atlantic

Route 9, Pleasantville -- Slight delay during sewer installation.

Route 50, North of Corbin City -- Minor delays during shoulder repairs.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to one lane in each direction during operations to repair bridge decks. The condition will continue through September.

Johnson Avenue will be closed between Madison Avenue and Route 4 until the end of 1964.

Burlington

Route 206 Atsion to Red Lion Circle -- Minor delays during shoulder oiling work.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of October 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until October.

Route 30, Penn and Linden Streets at 9th -- Minor delays during water installation.

Camden

Route 30 and Laurel Road, Stratford -- Minor delay during underground telephone conduit installation.

Cape May

Route 9, between Cape May and Palermo -- Minor delays while shoulders are repaired.

Cumberland

Route 49, Bridgeton -- Minor delay during surface treatment work on shoulders.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964. Traffic will be guided through detours at Aberfeldy Drive and at West Upper Ferry Road.

Route 206, south of Cherry Valley Road -- Minor delays during drainage construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area. Caution should be observed in locations where shoulder excavation has been performed.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for four months.

Route 35, Middletown -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at East Creek and Waackaack Creek. Minor interference will continue for four months.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 24, Millburn and Springfield -- Minor delays may be expected between Mountain Avenue and Center Street.

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Salem

Route 49, Salem River Bridge, Salem City and Lower Penns Neck Township -- Beginning September 14, traffic across the bridge will be restricted to one lane. Traffic directors will be on duty 24 hours daily. River traffic must arrange for draw openings 24 hours in advance. The condition is expected to continue until October 16.

Somerset

Route 22, Mercer Street to Chimney Rock Road --

(more)

1964
TRAFFIC CONDITIONS REPORT

Minor delays during resurfacing of main pavement and shoulders.

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road, Martinsville and Mountain View Road. Dead River Road has been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue for one year.

Route U.S. 202-206, Bedminster Township -- Route U.S. 202-206 will be closed to through traffic between Lamington Road and the junction of U.S. 202 and U.S. 206.

The southbound lanes of U.S. 206 will be used for two-way traffic for approximately one-half mile while the northbound lanes are being rebuilt.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next seven months.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
BUILDING SALE
Interstate Route 280
West Orange
Essex County

Trenton, September 24 - The New Jersey State Highway Department today scheduled a public sale, Tuesday, September 29 of four vacant dwellings located in West Orange, Essex County.

The buildings now stand on land purchased by the Department for the future construction of Interstate Route 280 through the area and must be moved from their present locations.

The dwellings are located at 15 Dawes Avenue, 814 Pleasant Valley Road, 14 Condit Terrace and on Wildwood Avenue in Llewellyn Park.

A Highway auctioneer will be on the 15 Dawes Avenue property at 11;30 a.m. to receive bids for each of the properties which will be sold as separate units.

A Highway spokesman said that in addition to almost a million dollars saved or regained for the Department by similar sales in the past several years, hundreds of valuable properties have been returned to service and to municipal tax rolls.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
BUILDING SALE
Interstate Route 80
Parsippany-Troy Hills
Morris County

Trenton, September 24 - The New Jersey State Highway Department today scheduled a public sale, Thursday, October 1 of a vacant dwelling in Parsippany-Troy Hills, Morris County.

The building now stands on land purchased by the Department for the future construction of Interstate Route 80 through the area, and must be moved from its present location.

The building, a two family dwelling, is located at 18 Pine Brook Road.

A Highway auctioneer will be on the property at 11 a.m. to receive bids from anyone interested in buying and moving it from the path of Route 80.

A Department spokesman said that similar sales during recent years have saved or returned almost a million dollars to the State and hundreds of valuable buildings have been returned to service and to municipal tax rolls.

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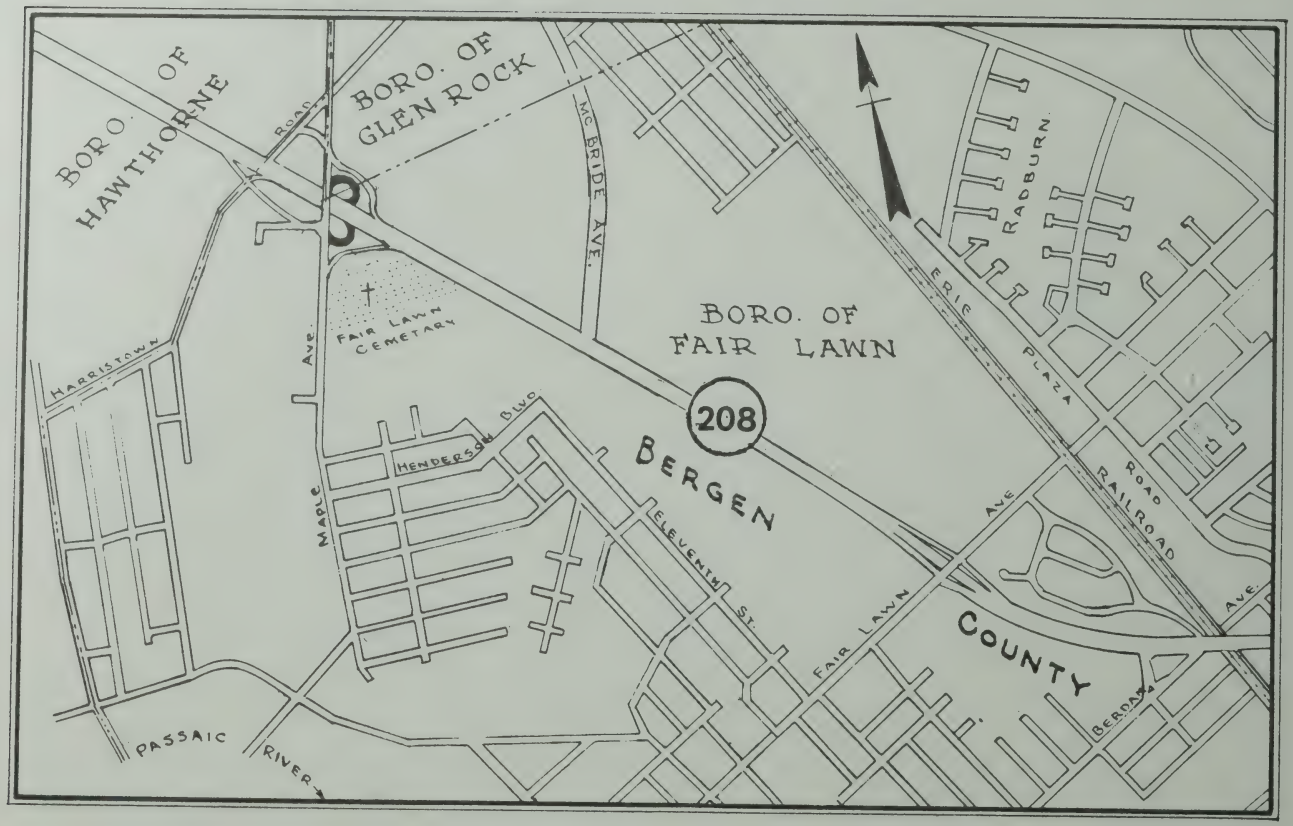
BORO. OF HAWTHORNE
BORO. OF GLEN ROCK
BORO. OF FAIR LAWN
BERGEN COUNTY
208
RADBURN
ERIE RAILROAD
PLAZA
ROAD
AVE.
MC BRIDE AVE.
FAIR LAWN CEMETARY
HARRISTOWN
MAPLE AVE.
HENDERSON BLVD.
ELEVENTH ST.
FAIR LAWN AVE
BERDAN AVE.
PASSAIC RIVER

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
Route 208 - ADV
Maple Avenue Ramps
Borough of Fair Lawn
Boro of Glen Rock
Bergen County

Trenton, September 24 - The New Jersey State Highway Department today announced bids will be received October 15 on a project for construction of a pair of connecting ramps on Route 208 at the intersection with Maple Avenue in Glen Rock and Fairlawn, B ergen County.

The ramps will be built east of Maple Avenue and on the north and south sides of Route 208 in the two Boroughs.

Addition of the ramps will complete the interchange enabling traffic on Maple Avenue as well as on Route 208 to connect or turn around.

Northbound traffic on Maple Avenue will use one of the new ramps to reach westbound Route 208 while the other ramp will be used by eastbound Route 208 traffic to reach northbound Maple Avenue.

The new ramps will be 25 feet wide between curbs and will consist of subbase 18 inches thick, bituminous stabilized base course four inches thick and a bituminous concrete surface two inches thick. White concrete vertical curb will border the pavement.

(more)

RELEASE THURSDAY P.M.'s

1964
Route 208 - ADV
Maple Avenue Ramps
Borough of Fair Lawn
Boro of Glen Rock
Bergen County

Costs of the project, which is expected to take 40 working days to complete, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

208,3D
65-M

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609····292-3105

RELEASE THURSDAY P.M.'s

1964
Political Stickers
Illegal on Signs

Trenton, Sept. 24 - All in-the-field members of the New Jersey State Highway Department will, as conditions require, be active during this fall's political campaign undoing some of the anticipated acts of overzealous campaigners with their placement of political stickers on the Highway Department's signs.

Field forces of the Department's Maintenance and Operations Division have been alerted to spot and remove all such stickers from highway signs, light poles, and bridges, and other campaign materials set up within the highway right of way.

A Highway Department spokesman said it is illegal for anyone - including political candidates and party workers - to use State Highway property for campaign advertising.

Those guilty are subject to a fine of not more than $50, or not more than 15 days, or both.

According to the Highway Department spokesman, there is reason to believe that political slogans and candidates' faces pasted on highway signs are more likely to cause ill will on the part of motorists who cannot read the information they need to drive safely and arrive at their destinations.

Another angle to this annual political campaign malpractice is the cost to taxpayers when signs and other Highway Department property is mutilated.

(more)

1964
Political Stickers
Illegal on Signs

Refurbishment or replacement of signs that are permanently disfigured by political announcements, painted over, bent, shot at by hunters, stolen, or otherwise vandalized costs the taxpayer more than $14,000 annually.

The State Highway Department field forces have been ordered to continue their vigilance after election day. The law remains in force year 'round banning vandalism and the practice of using highway department property for political or other advertising purposes.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton AREA CODE 609 ···· 292-3105

RELEASE UPON RECEIPT

1964
BUILDING SALE
Route 24 Freeway
Interstate 78
Union County

Trenton, September 21 - The New Jersey State Highway Department today scheduled a public sale Friday, September 25th of three vacant dwellings located in Summit and Springfield Township in Union County.

The buildings now stand on land purchased by the Department for the future construction of Route 24 freeway and Interstate Route 78 and must be moved from their present locations.

One building is located in Summit at 24 Morris Street. The other two are in Springfield Township located at 15 Park Lane and 22 Salter Street.

A Highway auctioneer will be at the 24 Morris Street property at 11:30 a.m. to receive bids for all three dwellings which will be sold as separate units.

A Highway spokesman said that similar sales during recent years have saved or regained almost a million dollars for the Department. At the same time, he added, hundreds of valuable buildings have been returned to useful service, and to municipal tax rolls.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY SEPTEMBER 18, 1964

WEEK OF SEPTEMBER 19 - SEPTEMBER 25

Trenton, Sept. 18 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of September 19 - September 25.

Atlantic

Route 9, Pleasantville -- Slight delay during sewer installation.

Route 50, North of Corbin City -- Minor delays during shoulder repairs.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to two lanes in each direction during operations to repair bridge decks. The condition will continue through September.

Burlington

Route 70, Medford to Route 206 -- Minor delays during shoulder repair operations.

Route 73, Maple Shade -- Slight delay during sanitary sewer installation.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of October 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until October.

Route 30, Penn and Linden Streets at 9th -- Minor delays during water installation.

Cape May

Route 50, between Cape May and Palermo -- Minor delays while shoulders are repaired.

Essex

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Gloucester

Route 44, Thorofare Gloucester County -- Minor delays may be expected during drainage installation.

Hudson

Route 1, approach to Holland Tunnel, Jersey City -- Two lanes of traffic will be maintained from 9 a.m. to 2:30 p.m. during placement of curbing.

Hunterdon

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964. Traffic will be guided through detours at Aberfeldy Drive and at West Upper Ferry Road.

Route 206, south of Cherry Valley Road -- Minor delays during drainage construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area. Caution should be observed in locations where shoulder excavation has been performed.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for four months.

Route 35, Eatontown -- Traffic will be guided through the construction area. Minor delays. The condition will continue for three months.

Route 35, Middletown -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at East Creek and Waackaack Creek. Minor interference will continue for four months.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 24, Millburn and Springfield -- Minor delays may be expected between Mountain Avenue and Center Street.

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Ocean

Route 9, Beachwood Borough -- Minor delays during installation of storm drains.

Salem

Route 49, Salem River Bridge, Salem City and Lower Penns Neck Township -- Beginning September 14, traffic across the bridge will be restricted to one lane. Traffic directors will be on duty 24 hours daily. River traffic must arrange for draw openings 24 hours in advance. The condition is expected to continue until October 16.

(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset

Route 22, Mercer Street to Chimney Rock Road -- Minor delays during resurfacing of main pavement and shoulders.

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road, Martinsville and Mountain View Road. Dead River Road has been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue for one year.

Route U.S. 202-206, Bedminster Township -- Route U.S. 202-206 will be closed to through traffic between Lamington Road and the junction of U.S. 202 and U.S. 206.

The southbound lanes of U.S. 206 will be used for two-way traffic for approximately one-half mile while the northbound lanes are being rebuilt.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next seven months.

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Keyport
THERESE AVE.
WASHINGTON AVE.
HOBART AVE.
FOURTH ST.
AVE.
CHINGARORA
MAPLE PLACE
LUPPATONG AVE.
BROADWAY
Overpass
ROUTE 35
BRIDGES TO BE WIDENED
PROPOSED STREET
BROADWAY
MAY ST.
WASHINGTON ST.
MAPLE AVE.
CEMETERY
C.R.R. OF N.J.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
Route 35 - ADV
Monmouth County

Trenton, September 17 - The New Jersey State Highway Department today announced it will receive bids October 8 for a safety improvement project to be built on Route 35 in Keyport, Monmouth County.

The improvement will take place at the intersection of Broadway, Maple Avenue and Route 35, where congestion has increased in severity as traffic volumes have increased. The improvement will be accomplished through construction of an overpass, and some roadway widenings and relocations.

The half-mile long project will consist of widening and resurfacing the existing Route 35 roadway which now carries two lanes of traffic in each direction, eastbound and westbound. The reconstructed highway will have three lanes of traffic in each direction separated by a concrete barrier curb 32 inches high.

Six inches of bituminous stabilized base course will be placed upon a 12 inch subbase in the widened portions of the roadways. The pavement surface will be 3 inches of bituminous concrete bordered by white concrete vertical curb.

At the intersection of Broadway and Maple Avenue with the eastbound roadway of Route 35, a concrete traffic island will be constructed permitting Route 35 traffic to enter southbound Maple Avenue. Northbound traffic on Maple Avenue as well as northbound traffic on Broadway will connect to eastbound Route 35 at this same location.

(more)

1964
Route 35 - ADV.
Monmouth County

A bridge will be built about 300 feet west of the Broadway, Maple Avenue and Route 35 intersection to carry two lanes of local traffic from both Broadway and Maple Avenue over the highway.

Structural work in addition to the bridge at Maple Avenue will include the widening of the bridge carrying Route 35 over Luppatatong Creek and building a new bridge to carry the Central Railroad of New Jersey over the highway.

At the intersection of Broadway with the westbound roadway of Route 35 a concrete traffic island will be built assuring safe two way traffic movement between the highway and the local street.

Improvements will be made to local streets in the area to ease the movement and flow of traffic. Proposed improvements include those on Broadway, Maple Avenue, Fourth Street, Luppatatong Avenue and Chingarora Avenue.

Local street improvements will differ slightly from the Route 35 improvements. On the local streets, 4 inches of bituminous stabilized base course will be placed upon 12 inches of subbase. The road surface will be 3 inches of bituminous concrete. White concrete vertical curbs will border the roadways and sidewalks will be constructed.

Costs of the project, which will take about 140 working days to complete will be shared by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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62-U-11
35,10B


Mountainside
CENTRAL AVE
NEW PROVIDENCE RD
SUMMIT RD
MILL LANE
MOUNTAIN AVE
HILLSIDE AVE
MEISEL AVE
22
SPRINGFIELD
Westfield
UNION
MICHIGAN AVE
Kenilworth
MORRIS AVE
VAUXHALL ROAD
GARDEN STATE PARKWAY
CHESTNUT ST

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

RELEASE THURSDAY P.M.'s

1964
Route US-22 ADV.
Township of Union
Township of Springfield
Boro of Mountainside
Union County

Trenton, September 17 - The New Jersey State Highway Department today announced bids will be received October 8 on a project for resurfacing a portion of Route U.S. 22 in Union County.

Route U.S. 22 in this location carries two lanes of traffic in each direction, eastbound and westbound, on reinforced concrete pavement which has become badly deteriorated as a result of heavy traffic usage.

The 5.5 mile project will extend westward from the vicinity of Vaux Hall Road in Union Township through the Township of Springfield to the vicinity of New Providence Road in the Boro of Mountainside.

All of Route 22, including turnarounds, will be resurfaced with a three inch thickness of bituminous concrete. Bituminous concrete shoulders will boarder the outer edges of the roadways.

The roadways of the Route are separated by variable width median divider in some locations and by concrete barrier in other locations.

Numerous turnarounds are located along the entire length of the highway in the area of the proposed project permitting traffic to readily reach local road intersections and business establishments.

Improvements will be made to the drainage system along this portion of Route U.S. 22.

(more)

1964
Route US-22 ADV.
Township of Union
Township of Springfield
Boro of Mountainside
Union County

Local road intersections will be improved.

Costs of the project, which is expected to be completed in 70 working days, will be paid entirely by the State Highway Department. All bids will be reviewed before a contract is awarded.

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U.S. 22, 13C, 14D
63-N-44

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609····292-3105

RELEASE THURSDAY P.M.'s

1964
Route 35 - ADV
Victory Bridge Fender Repair
Borough of Sayreville
City of Perth Amboy
Middlesex County

Trenton, Sept. 17 - The New Jersey State Highway Department today announced bids will be received October 8 for a bridge fender repair project on the Victory Bridge carrying Route 35 across the Raritan River between the Borough of Sayreville and the City of Perth Amboy in Middlesex County.

Damaged portions of the existing fender will be repaired using treated timber piles and timber sheeting.

There will be no interference to motorists on the bridge or to marine traffic passing under the bridge.

Costs of the project, which is expected to take 25 working days to complete, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

35,12E
64-M

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ···· 292-3105

IMMEDIATE RELEASE

1964
Route 24 - BIDS
Borough of Washington
Washington Township
Mansfield Township
Town of Hackettstown
Warren County
Washington Township
Morris County

Trenton, Sept. 17 - The New Jersey State Highway Department today announced a low bid of $218,888.00 was received from Warren Paving Co., Inc., Stewartsville, on a project for improvement of a portion of Route 24 in Warren and Morris Counties.

Other bidders on the contract were: Warren Limestone Co., Inc., Oxford, $225,612.50; Franklin Contracting Co., Little Falls, $258,061.50; D. Stamato and Co., Inc., Saddle Brook, $266,345.00; Kingston Bituminous Products Co., Kingston, $268,793.50; and Peckham Industries Inc., White Plains, N.Y., $308,117.50.

The existing badly worn reinforced concrete roadway of Route 24 will be resurfaced with a three inch thickness of bituminous concrete.

Work will be performed over a distance of 9.89 miles from Prosper Way in the Borough of Washington eastward through Washington Township and Mansfield Township in Warren County and Washington Township in Morris County to the intersection with Route 57 (Mountain Avenue) in the Town of Hackettstown, Warren County.

Traffic will be guided through the construction area during the resurfacing operations. Complete safety precautions for motorists will be maintained.

Costs of the project, which is expected to take 60 working days to complete, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

24,3A,4A
64-N-41

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

1964
Public Hearings
Fare Increases

FOR IMMEDIATE RELEASE

Trenton, September 16 - Highway Commissioner Dwight R. G. Palmer announced today that public hearings have been scheduled to receive evidence on the petitions of the Erie-Lackawanna and New Jersey & New York Railroads for an increase in commutation fares and for changes in ticketing procedures. He invited all interested persons to attend the hearings which will be held in the Public Utility Commission offices in Newark beginning at 10:00 AM, September 30th, in connection with the Erie-Lackawanna and at 10:00 AM, October 6th, concerning the New Jersey & New York.

The Commissioner said the Erie-Lackawanna had requested permission to discontinue the sale of New York tickets and institute a 25¢ cash fare for all passengers using its Hudson River ferries. The railroad is also proposing that monthly commutation tickets good for Monday-Friday travel be increased by $1.50 and weekly tickets by $.45, with unlimited use monthly and 27-trip monthly tickets to be eliminated.

According to the Commissioner, the New Jersey & New York has applied to substitute an unlimited use monthly ticket for the present 46-trip ticket at a fare $1.50 higher and a 23-trip monthly ticket for the 27-trip ticket at a fare $.75 greater. Weekly tickets would be increased by $.45 and tickets on the NJ & NY would likewise be sold only to Hoboken with passengers paying a 25¢ cash fare for the ferry ride to Manhattan.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609····292-3105

RELEASE THURSDAY P.M.'s

1964
BUILDING SALES
Route 35 Freeway
Wall & Neptune Twps.
Monmouth County

Trenton, September 17 - The New Jersey State Highway Department today scheduled public sales September 22nd of 3 buildings located in Wall and Neptune Townships, Monmouth County.

The buildings (dwellings) now stand on land purchased by the Department for future construction of Route 35 Freeway through the area and must be moved from their present locations.

In Wall Township, the buildings are located at 2815 Polk Street and 2304 Monmouth Boulevard..

A Highway auctioneer will be at the 2304 Monmouth Boulevard property at 11:30 a.m. to receive bids from anyone interested in buying and moving the buildings from the future path of the highway.

Later on the 22nd, at 2 p.m., a Highway auctioneer will be at 901 Fordham Road, Neptune Township to receive bids for the dwelling located there.

A Highway spokesman said that similar sales during recent years have saved or regained almost a million dollars for the Department. At the same time, he added, hundreds of valuable buildings have been returned to service and to municipal tax rolls.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey

RELEASE FRIDAY SEPTEMBER 11, 1964

WEEK OF SEPTEMBER 12 - SEPTEMBER 18

Trenton, Sept. 11 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of September 12 - September 18.

Atlantic

Route 9, Pleasantville -- Slight delay during sewer installation.

Bergen

Route 4, Hackensack, River Edge, Teaneck -- Traffic will be restricted to two lanes in each direction during operations to repair bridge decks. The condition will continue through September.

Burlington

Route 38, from Marter Avenue to Mt. Holly -- Minor delays may be expected while roadway shoulders are being repaired.

Route 68, Mansfield Square to Fort Dix -- Minor delays may be expected while roadway shoulders are being repaired.

Route 73, Maple Shade -- Slight delay during sanitary sewer installation.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Traffic will be guided through the construction area. The condition will continue until the end of September 1964.

Route 70, Pennsauken and Cherry Hill -- Slight delay may be expected at Cuthbert Boulevard during culvert construction. The condition will continue until October.

Route 295, Bellmawr (Essex Avenue) -- Minor delays during drainage installation work.

Essex

Route U.S. 1 and 9, City of Newark -- Traffic will be directed through the construction area during pavement improvement work. The condition will continue through September.

Route 21, Newark and Belleville -- Traffic will be guided through the construction area. The condition will continue until the fall of 1964.

Hudson

Route 1, approach to Holland Tunnel, Jersey City -- Two lanes of traffic will be maintained from 9 a.m. to 2:30 p.m. during placement of curbing.

Hunterdon

Route 29, from Titusville to the County line -- Minor delays may be expected while roadway shoulders are being repaired.

Route 69 and U.S. 202, Raritan Township and Borough of Flemington -- Traffic will be routed over the new roadway while the old roadway is being rebuilt. The condition will continue for three months.

(more)

1964
TRAFFIC CONDITIONS REPORT

Hunterdon-Somerset

Route 78, Tewksbury, Readington and Bedminster Townships -- Detour roads will be built at Rattlesnake Bridge Road, Bunn Road, Park Avenue and Matheson Road. Cowperthwaite Road will be closed to through traffic which will use Stillwell Road and Bunn Road as alternates. The condition will continue until the end of 1964.

Mercer

Route 29 Freeway, Ewing Township -- Minor delays may be expected until the fall of 1964. Traffic will be guided through detours at Aberfeldy Drive and at West Upper Ferry Road.

Route 206, south of Cherry Valley Road -- Minor delays during drainage construction.

Middlesex-Monmouth

Route 9, Marlboro, Manalapan, Madison Townships -- Slight interference resulting from trucks and construction equipment moving materials throughout the construction area. A detour is in use at Union Hill Road overpass. Caution should be observed in locations where shoulder excavation has been performed.

Monmouth

Route 9, Freehold and Manalapan Townships -- Traffic will be guided through the construction area during dualization work. Slight delay may be expected. The condition will continue for four months.

Route 35, Eatontown -- Traffic will be guided through the construction area. Minor delays. The condition will continue for three months.

Route 35, Middletown -- Traffic will be guided through the construction area. The condition will continue for two months.

Route 36, Keyport, Raritan Township, Union Beach, Keansburg -- Detour roads at East Creek and Waackaack Creek. Minor interference will continue for four months.

Route 71, Long Branch -- Slight delay during drainage installation on Larchmont Avenue.

Morris

Route 46, Mount Olive Township -- Traffic will be guided through the construction area. Slight interference may be expected.

Morris-Essex

Route 80, Parsippany-Troy Hills, Montville, Fairfield -- Construction equipment will be crossing Hook Mountain Road, Change Bridge Road, Maple Avenue and Horseneck Road. Traffic will be guided through the construction area.

Morris-Passaic

Route 23, West Milford and Jefferson Townships -- Traffic will be guided through the construction area. The condition will continue for a year.

Salem

Route 49, Salem River Bridge, Salem City and Lower Penns Neck Township -- Beginning September 14, traffic across the bridge will be restricted to one lane. Traffic directors will be on duty 24 hours daily. River traffic must arrange for draw openings 24 hours in advance. The condition is expected to continue until October 16.

(more)

1964
TRAFFIC CONDITIONS REPORT

Somerset

Route 78, Bridgewater, Bernards, Warren, Bedminster -- Some interference may be expected at Route 202-206, Washington Valley Road, Martinsville and Mountain View Road. Dead River Road has been closed to through traffic. Traffic will be detoured around bridge construction sites. The condition will continue for one year.

Route 206, Belle Mead -- Minor delays during construction on railroad overpass.

Route U.S. 202-206, Bedminster Township -- Route U.S. 202-206 will be closed to through traffic between Lamington Road and the junction of U.S. 202 and U.S. 206.

The southbound lanes of U.S. 206 will be used for two-way traffic for approximately one-half mile while the northbound lanes are being rebuilt.

Route 287, Bedminster Township and Borough of Far Hills -- Traffic will be guided through a detour roadway at Far Hills Road for the next seven months.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ···· 292-3105

IMMEDIATE RELEASE

1964
Paterson State College - BIDS
Access Road
Wayne Township
Passaic County

Trenton, Sept. 10 - The New Jersey State Highway Department today received a low bid of $119,908.40 from Franklin Contracting Co., Little Falls, on a project for construction of an access road at Paterson State College in Wayne Township, Passaic County.

Other bidders on the project were: Sam Braen Construction Co., Wyckoff, $120,526.05; J. Turco Paving Contractors, Inc., Kearny, $148,957.00; P. Michellotti and Sons, Inc., Saddle Brook, $159,073.65; Sourbutt Asphalt, Inc., Paterson, $187,078.40 and V. Ottilio and Sons, Paterson, $329,063.80.

The new roadway will be about 2500 feet long and about 30 feet wide between curbs. It will consist of subbase 12 inches thick, macadam base course five inches thick and a bituminous concrete surface two inches thick bordered by concrete vertical curb.

The roadway will extend eastward from the Paterson-Hamburg Turnpike into the parking area.

The project is expected to take 46 working days to complete. All bids will be reviewed by State Highway Department engineers before a contract is awarded.

Paterson State College

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NEW JERSEY STATE HIGHWAY DEPARTMENT
Bureau of Public Information-Trenton, N.J.
Featurettes for News Media

LANDSCAPING RELEASE UPON RECEIPT 6431

Some people wonder why the grass and shrubbery along the New Jersey State Highway System lacks the clipped appearance of a formal garden.

This is not an oversight; it is a deliberate attempt to keep the right of way looking as natural as its surroundings.

Trees and shrubs, vines and grass planted along the highway play an important role in making highway travel safer and more pleasant.

The State Highway Department's Landscaping Bureau studies every section of highway to be landscaped, so that similar planings may be made.

Thus, while the landscaping is attractive, it blends in with the surroundings.

Landscaping does many things, not the least of which is to make driving pleasant and to relieve tension.

It reduces headlight glare of oncoming traffic at night; it acts as snow fence in wintertime, preventing big snow drifts; and it prevents erosion of soil on hills and depressions.

In urban areas the landscaping is also credited with cutting down noise, reducing fumes, and hiding unsightly industrial or blighted areas from the roadway.

All this for the one cost of landscaping!

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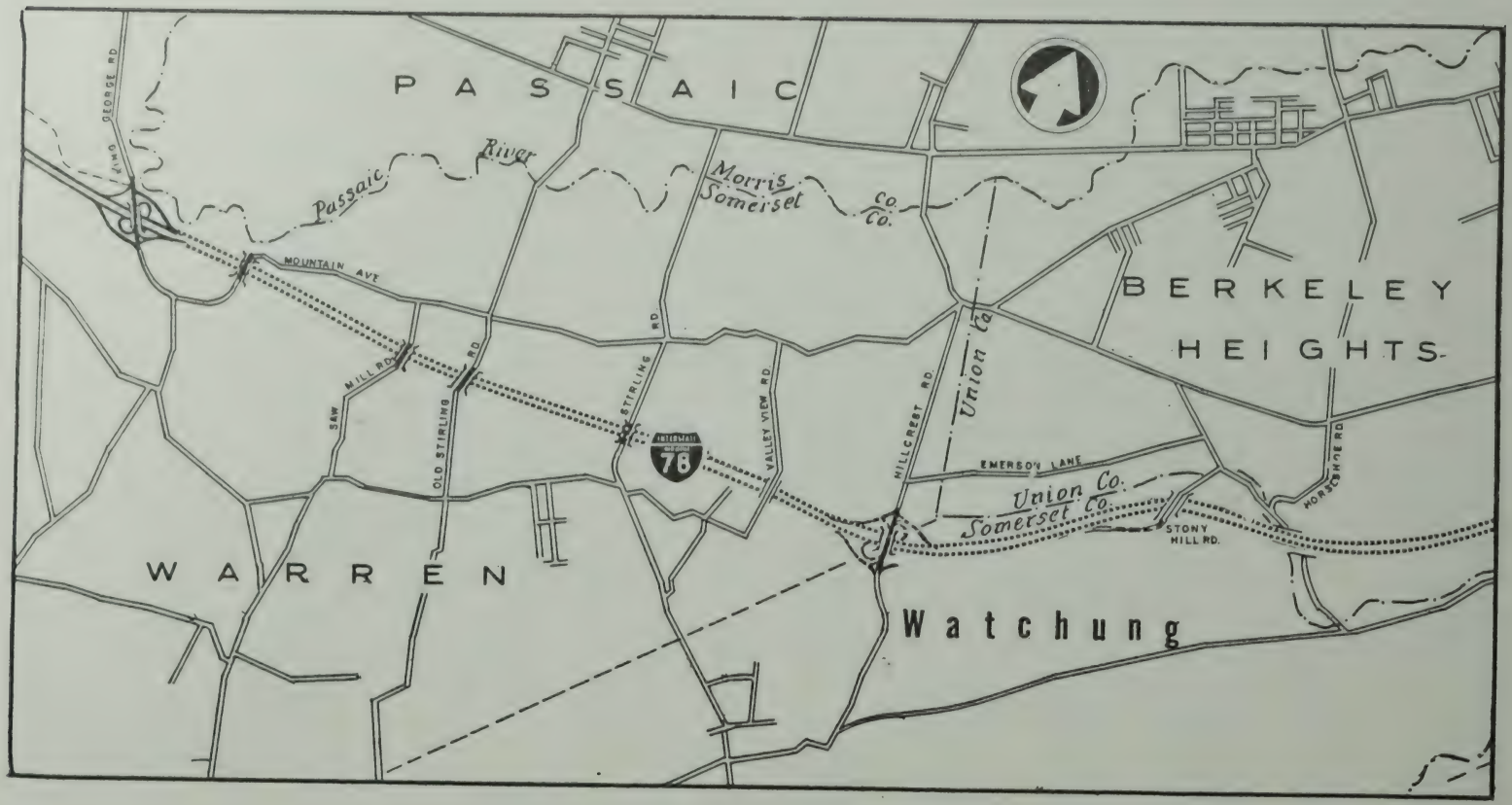
PASSAIC
Passaic River
Morris Co.
Somerset Co.
KING GEORGE RD.
MOUNTAIN AVE
SAW MILL RD.
OLD STIRLING RD.
STIRLING RD.
INTERSTATE
78
VALLEY VIEW RD.
MILLCREST RD.
Union Co.
BERKELEY HEIGHTS
EMERSON LANE
Union Co.
Somerset Co.
STONY HILL RD.
HORSESHOE RD.
WARREN
Watchung

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT
1035 Parkway Ave. Trenton
AREA CODE 609 ···· 292-3105

IMMEDIATE RELEASE . .

1964
INTERSTATE ROUTE 78 - ADV.
Borough of Watchung
Somerset County
Berkeley Heights Township
Union County

Trenton, September 10 - The New Jersey State Highway today announced it will receive bids October 1 on a project for construction of a portion of Interstate Route 78 in Somerset and Union Counties.

The proposed project, 0.34 miles in length, will consist of the construction of bridges and partial grading of portions of the mainline roadways of Route 78 between Stony Hill Road in the Borough of Watchung, Somerset County eastward to the vicinity of relocated Plainfield Road in Berkeley Heights Township, Union County.

Stony Hill Road will be relocated and will be carried over the roadways of Route 78 on a bridge to be built as part of this contract. Stony Hill Road will intersect with Plainfield Avenue north of the Interstate Route.

Further east, the roadways of Route 78 will be carried over Green Brook and Plainfield Avenue on new bridges.

The main roadways of Route 78 will be partially graded over a distance of about 1000 feet in the vicinity of the Plainfield Avenue overpass.

Plainfield Avenue and Stony Hill Road will consist of subbase 12 inches thick, a 7 inch thick layer of dry-bound macadam or plant mixed bituminous

(more)

stabilized base course and a 3 inch thick bituminous concrete surface bordered on the outer edges by white concrete vertical curb. One lane of traffic will be carried in each direction.

Further plans for Route 78 in this area call for completion of a dualized freeway carrying the three lanes of traffic in each direction, eastbound and westbound on bituminous concrete roadways separated by a grass island median.

Ninety per cent of the costs of Interstate route construction in New Jersey is paid by the Federal Government while the remaining ten per cent is paid by the State Highway Department. All bids will be reviewed by both agencies before a contract is awarded.

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78,4E
64-I-15

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 ···· 292-3105

September 30, 1964

ADVANCE FOR USE AFTER 10:30 A.M. OCTOBER 1, 1964

Attached is a copy of testimony and exhibits to be presented by Commissioner Dwight R. G. Palmer, New Jersey State Highway Department, at a hearing to be held October 1, 1964 in the State House before the Joint Legislative Commission created under Senate Concurrent Resolution No. 6 to consider the advisability of placing the administration of the New Jersey Turnpike and the Garden State Parkway under the control of the State Highway Commissioner.

Bureau of Public Information

Statement on SCR 6

by

Commissioner Dwight R. G. Palmer
New Jersey State Highway Department

October 1, 1964

Mr. Chairman, Members of the Joint Legislative Committee:

Apparently it is my mission to present today the Administration position on the issues raised by Senate Concurrent Resolution 6 -- whether the operation of the New Jersey Turnpike and the Garden State Parkway should be placed "under the control of the State Highway Commissioner, for the purpose of effecting economy . . ."

The thought expressed by SCR 6 has been voiced on several occasions and in various ways during the past decade. A careful examination of the circumstances, however, reveals that each time this proposal has been brought forth, it has been for a different reason; to forestall what appeared to be a danger at the time, or to accomplish a desirable goal more expeditiously.

For example, five or six years ago there appeared substantial cause for concern over whether the Garden State Parkway's toll income would be sufficient to pay the interest on its original $285 million bond issue and retire the principal according to schedule. In the event the revenues were not sufficient, of course, the State guarantee would be called into play with resulting cost to the taxpayers.

There were those, myself included, who wondered at the time whether sufficient savings in operating costs might be effected by combining the two toll Authorities -- by having the affluent Turnpike take over the then destitute Parkway, so to speak -- to escape this hazard. Fortunately, the passing of time, and certain steps taken by the Highway Department to improve the Parkway's business, proved the concern felt at that time to be needless.

Today, the Parkway's traffic picture has improved to the point where there appears to be no danger that the State guarantee will ever be invoked and, indeed, the Parkway has for some years been in the position of being able to finance extensions and improvements without credit backing from the State.

So that reason for the step again under consideration no longer exists.

Then there was the time, comparatively recently, when it was felt to be in the best financial interests of the State that the Turnpike undertake no further improvements of great magnitude, and that efforts be devoted to paying off its existing bonded indebtedness in the shortest possible period, so that its tremendous revenues could bolster vital improvements in the fields of education, institutions and transportation generally. Any move to hasten attainment of this objective certainly merited consideration.

Today, the situation has altered radically. Refusal by the Federal Government to approve 90-10 funds for construction of Interstate Route 95 as a free highway north of Interstate Route 287 means that a sizable segment of Route 95 will remain on the Turnpike for an

indefinite period. This being so, there is no alternative to substantial improvement of the Turnpike north of New Brunswick. The only questions are those of timing and extent, and these will be determined on the basis of factual studies.

As a matter of fact, it is worth repeating here that even with completion of our Interstate Routes, and widening the Turnpike to the fullest extent feasible, and improvement of our other existing north-south highways, we will still be substantially short of the traffic lanes required to accommodate the enormous future demand in this corridor.

Under these circumstances, it would appear certain that the time for final retirement of the Turnpike obligations must be deferred for many years, and no merger of operating organizations can materially hasten the date.

Thus that reason for consolidation also no longer exists.

Indeed, we must ask ourselves, what reasons do exist at the present time? The purpose as stated by SCR 6 would be to effect "economy in the administration of the two projects." But economies, or savings, must always be balanced against losses, and in this particular situation perhaps it would first be prudent to determine who would realize the benefits of the savings and who would bear the burden of the losses.

The Turnpike and the Parkway both may be likened to large businesses, operated by management responsible to many stockholders under strict legal and financial covenants. The State may, no doubt, rearrange

the operating structure of these two "firms" and through a merger of the sort which is familiar in industry, replace two administrative heads with a single "chairman of the board".

But the "stockholders", or bond owners, must still receive their due, and in the case of these two businesses they are due 100 cents on the dollar plus interest strictly on schedule. The State dare do nothing to impair these existing obligations or to demote them to a lower priority. When the question of merger was discussed in the past, eminent legal opinion indicated consent of the bond owners would be a prerequisite to the scheme proposed under SCR 6.

So, under the existing bond covenants, any savings effected through consolidation of Turnpike and Parkway operations must go -- first and for a long time to come -- to the bondholders, and not to the taxpayers of New Jersey.

Now let us consider some potential losses, and who might have to pay for them. Merger of the two Authorities could, as already stated, very well require refunding their present outstanding indebtedness, which is substantial. The new bonds would be supported by toll revenues, of course, but they would still be State Government bonds and it would seem logical that the State's credit might be more directly involved even than at present. This would require approval at a referendum and, as I am certain you gentlemen realize, such a procedure is fraught with uncertainty.

But even if the intricate financial and legal difficulties could be surmounted, what would be the result? Refunding the present outstanding Turnpike bonds alone would require payment of premiums in excess of $5 million. This added expense would naturally be reflected in the refinancing costs, as would any increase over the interest rates previously obtained.

In a nutshell, if the proposal outlined in SCR 6 would require refunding the present debt of the two Authorities -- and many experts have taken that position -- then the only result could be a substantial dollar loss to the State. To put it another way, it would take longer to pay for the facilities now in existence than under the present financial arrangements, and thus the day when the taxpayers of New Jersey could expect to derive any benefit from toll revenues would be even further deferred.

Only the present bondholders can derive any benefit from a merger legislated as proposed under SCR 6 and only the motorists who must pay for these facilities, and ultimately the taxpayers would suffer any loss. Viewed in this light, the specific proposal under discussion would not appear to merit further consideration.

You may have noted that up to this point I have not touched on the aspects of control of the Turnpike and Parkway by the State Highway Commissioner, but have merely discussed merger of the two into a single agency. Now let us consider the effect of SCR 6 upon the State Highway Department.

Attached to this statement you will find certain data pertaining to the Turnpike, the Parkway and the Highway Department, including salary schedules. Your attention to the compensatory differences is invited.

The Highway Department, of course, operates under Civil Service. The Turnpike and the Parkway, while their employees are privileged to join the State retirement system, are not under the classified service. Many are union members.

Returning to the "business" analogy, the Authority Commissioners are privileged to go beyond the bounds of State compensation schedules in order to obtain the talent they require to operate their respective facilities on an efficient basis. Likewise, they are not restricted as to numbers. The same freedom applies to materials and equipment. The only restriction is that the toll road "business" must be operated according to the best judgment of the Commissioners in the manner which will produce the most "profit" for the owners -- the bondholders.

Would that the Highway Commissioner operated under the same conditions! That would be Utopia indeed, and many of the problems that presently plague us would have long since evaporated.

So, putting the Parkway and the Turnpike under the Highway Commissioner would create a host of problems. Should the salaries of some of their employees come down, or should the Department's go up? Where does Civil Service come into the picture on the questions of dismissal

and recruitment? Will the State Treasury handle their accounts? Will the Legislature determine their operating budgets? Can their equipment be used on State Highways and vice versa? The ramifications are endless and, if you don't mind my saying so, the State Highway Commissioner presently has no lack of intricate and may I say interesting problems -- no further explanation needed.

Operating and administrative benefits in terms of dollars which might be effected through merger are extremely difficult to determine accurately. One off-the-cuff estimate I recall was $160,000 a year. If a really good figure is required, then perhaps some top management consulting firm should be engaged by the Legislature to make a thorough study of the matter. We presently have neither the funds nor the facilities for an investigation of the proper scope.

It takes little investigation, however, to visualize what practical benefits might be derived through some consolidation of planning. At present, the Turnpike and the Parkway are to some degree rivals. Steps taken by either to improve its business could conceivably have an adverse effect upon the other. And together, they might be able to plan future action of mutual benefit.

We in the Highway Department are required under Federal law to conduct continuing transportation planning studies in urban areas -- and most of our State is urban. We have good liaison with the Delaware River

Bay Authority and the New York Port Authority, both of which influence the future of the Turnpike and the Parkway.

It may well be that some more formal arrangement than presently exists should be established with the Turnpike and Parkway to provide for integrated transportation planning. It does not seem that this would require action of the sort contemplated under SCR 6.

If the real purpose of SCR 6 is to produce administrative economy, and not, as some former attempts along this line, to eliminate the present independence of the toll agencies, then it seems as a practical matter that no such legislation is needed.

Assuming that some saving could be effected through consolidation of maintenance equipment, for example, why couldn't this be accomplished by agreement between the Authorities? Too often the practical path to accomplishment is overlooked in favor of a more glamorous and newsworthy scheme which presents infinite difficulties for those required to get on with the job.

One more word: The Turnpike, the Parkway and the State Highway Department are all presently hoping to embark on major improvement programs. This just doesn't seem the time to precipitate any doubts on the part of bankers and investors.

Thank you.

E X H I B I T S

SENATE CONCURRENT RESOLUTION No. 6

STATE OF NEW JERSEY

INTRODUCED FEBRUARY 6, 1964

By Senators STAMLER and SARCONE

Referred to Committee on Highways, Transportation and Public Utilities

A CONCURRENT RESOLUTION providing for a study commission to consider the advisability of placing the administration of the New Jersey Turnpike and the Garden State Parkway under the control of the State Highway Commissioner.

BE IT RESOLVED *by the Senate of the State of New Jersey (the General Assembly concurring):*

1. There is hereby created a commission to consist of 6 members, 3 to be appointed from the membership of the Senate by the President thereof, no more than 2 of whom shall be of the same political party and 3 to be appointed from the membership of the General Assembly by the Speaker thereof, no more than 2 of whom shall be of the same political party, who shall serve without compensation. Vacancies in the membership of the commission shall be filled in the same manner as the original appointments were made.

2. The commission shall organize as soon as may be after the appointment of its members and shall select a chairman from among its members and a secretary who need not be a member of the commission.

3. It shall be the duty of said commission to make a study of the practicability and advisability of providing by law for the placement of the administration of the New Jersey Turnpike and the Garden State Parkway under the control of the State Highway Commissioner, for the purpose of

5 effecting economy in the administration of the 2 projects, and of the best
6 means to effectuate such purpose if its accomplishment shall be deemed to be
7 advisable and practicable.

1 4. The commission shall be entitled to call to its assistance and avail
2 itself of the services of such employees of any State, county or municipal
3 department, board, bureau, commission or agency as it may require and as
4 may be available to it for said purpose, and to employ such stenographic
5 and clerical assistants and incur such traveling and other miscellaneous
6 expenses as it may deem necessary, in order to perform its duties, and as
7 may be within the limits of funds appropriated or otherwise made available
8 to it for said purposes.

1 5. The commission may meet and hold hearings at such place or places
2 as it shall designate during the sessions or recesses of the Legislature and
3 shall report its findings and recommendations to the Legislature, accompany-
4 ing the same with any legislative bills which it may desire to recommend for
5 adoption by the Legislature to the present or next annual session of the
6 Legislature.

	GARDEN STATE PARKWAY	NEW JERSEY TURNPIKE
Total issue of bonds	$369,900,000	$466,200,000
Amount paid off	10,490,000	119,432,000
Annual bond interest as of this date	9,420,675	11,235,551
Respective retirement dates of different issues of bonds	Series A, B, C & F bonds mature on Jan. 1, 1988. Series 1 Jr. Bonds have a Jan. 1, 1997 maturity date.	1950 issue - 3 1/4% -- Jan. 1, 1985 1951 issue - 3.20% --- Jan. 1, 1986 1953 issue - 3 3/8%, 1954 issue - 3%, 1955 issue - 2.80% --- July 1, 1988
State whether employees are on salary or hourly basis	Maintenance employees in the unskilled, skilled and foreman categories are paid on hourly basis. Permanent Authority employees paid on salary basis.	All employees on salary except some part-time people, mostly in the Toll Collection Dept., as part-time Collectors.
Total maintenance costs & what it includes	Total cost of roadway, building and equipment maintenance function, including labor, materials & services for the yr. 1963 was $3,177,445. The $1,547,799 salary portion of this total maintenance cost covered 275 permanent empls. & 21 temporary employees.	Actual in 1963 -- $3,484,300 Budgeted - 1964 - 4,183,700 Major items of cost are salaries and wages; materials such as for automotive spare parts, pavement, shoulders & bridge maintenance, median & roadside & planted areas, traffic aids, snow & ice control, line paint, electrical supplies; purchase & replacement of automotive & other equipment; outside services such as bridge maintenance, snow plowing, building equipment maintenance; light, heat & power; & motor vehicle expenses.

	GARDEN STATE PARKWAY	NEW JERSEY TURNPIKE
Number of State Police & their cost	Troop "E" consists of 96 personnel. Based on June 1964 monthly billing the annual salary and maintenance and pension costs to the Authority would be $637,844.	Troop consists of 98 men. Total cost 1963 - $1,108,600 Budgeted 1964 - 1,239,600
Number of automobiles provided for State Police -- are automobiles included in State Police Cost	39 vehicles not included in the foregoing costs. Authority's cost of policing Parkway during 1963 was $891,961. Of this $611,706 was paid to the State of N.J. for services of 92 State Police Troop E personnel. The balance of $280,255 represents the salaries of 5 Authority employees assigned full-time to Parkway policing function & all other Authority financed expenses including cost and operation of Authority-owned patrol cars, police radio communications system, materials, supplies & services directly related to Parkway policing function.	The Authority provides 44 automobiles for the troop at a cost of $150,500 which cost is included in the above costs.
Pieces of equipment, by classification, exclusive of aforementioned cars and their book value	Exclusive of police vehicles the Authority owns 281 pieces of self-propelled equipment at a cost of $1,148,000. Since depreciation of equipment is not permitted as an operating expense through our General Bond Resolution, book values are not maintained.	Equipment exclusive of above: Automobiles-79 -- $191,700 Trucks - 206 -- 941,500
Number of lanes, stating location and mileage of each for four-lane highways & six-lane highways, etc.	The Parkway has two separate roadways each carrying one-way traffic which are divided by a center island ranging in width from 4 ft. in built-up areas to 600 ft. in rural areas, except on long bridges. Each roadway has 3 lanes generally 12 ft. wide between the Bergen Toll Plaza, Saddle Brook Twp. & a point near Asbury Park a distance of about 58 miles. On all other sections comprising a length of about 115 miles, each roadway has 2 12-foot lanes, except across the Great Egg Harbor bridge which carries 2 lanes.	Two lanes each way from Deepwater, Interchange #1 to North Camden, Interchange #4, at Mile Post 34.5. Balance of the Trunpike is three lanes each way.

Manager, Patron's Services

NEW JERSEY TURNPIKE AUTHORITY

	Annually
Executive Director	$ 25,000
Comptroller	19,500
Administrative Consultant	19,105
General Counsel	19,000
Chief Engineer	18,000
Director, Toll Collection	16,500
Director, Maintenance	16,000
Assistant to Executive Director	15,300
Senior Attorney	15,000
Assistant Comptroller	13,800
Communications Engineer	13,740
Highway Design Engineer	13,250
Division Supervisor, Toll Collection, North	13,250
Maintenance Division Manager- North	13,000
Supt. Bldgs. & Installations	12,775
Traffic Engineer	12,500
Director, Public Information	12,000
Manager, Data Processing	11,700
Construction Engineer	11,550
Maintenance Engineer	11,500
Equipment Superintendent	11,400
Division Supervisor, Toll Collection, South	11,200
Division Superintendent, Maintenance	11,100
Specifications Engineer	10,300
Division Superintendent, Maintenance	10,250
Administrative Assistant, Toll Collection	10,080
Personnel Director	10,000
Section Chief, Toll Collection	10,000
Chief Accountant	9,750
Chief Electrician	9,750
Ass't Highway Design Engineer	9,700
Section Chief, Toll Collection	9,650
Ass't Communications Engineer	9,500
Section Chief, Toll Collection	9,500
Assistant Construction Engineer	9,300
Division Superintendent, Maintenance	9,300
Sanitation Engineer	9,150
Section Chief, Toll Collection	8,780
Ass't Section Chief	8,700
Manager, Patron's Services	8,640

Auditor	$ 8,550
Ass't to Construction Engineer	8,550
District Foreman, Maintenance	8,550
Ass't Section Chief, Toll Collection	8,500
Supervisor, Data Processing	8,400
Ass't Section Chief, Toll Collection	8,400
Communications Technician	8,340
Ass't Section Chief, Toll Collection	8,300
Ass't Section Chief, Toll Collection	8,240
District Foreman, Maintenance	8,235
Electrical Foreman	8,230
Ass't Specifications Engineer	8,200
Ass't Section Chief, Toll Collection	8,200
Carpenter Paint Foreman	8,200
Electrical Foreman	8,200
District Foreman, Maintenance	8,180
District Foreman, Maintenance	8,175
Emergency Services Supervisor	8,100
Auto Shop Foreman	8,100
Ass't Section Chief, Toll Collection	8,100
Line Striping Foreman	8,050
Ass't to Construction Engineer	8,050
Ass't Section Chief, Toll Collection	8,040
Sewage Foreman	8,030
District Foreman, Maintenance	8,030
Ass't Section Chief, Toll Collection	7,950
District Foreman, Maintenance	7,905
Ass't Traffic Engineer	7,900
Ass't Section Chief, Toll Collection	7,900
Ass't Section Chief, Toll Collection	7,900
Communications Technician	7,840
Communications Technician	7,840
Ass't to Construction Engineer	7,750
Landscape Foreman	7,700
Electrical Foreman	7,700
Surveyor-Draftsman	7,700
Toll Plaza Supervisor	7,600
Toll Plaza Supervisor	7,500
Toll Plaza Supervisor	7,500

NEW JERSEY TURNPIKE AUTHORITY

INSURANCE
For The Twelve Months Ended December 31, 1963

	Cost	Broker
Multi-Risk - Major Bridges -	$40,915.92	Frelinghuysen
Use and Occupancy - Major Bridges	17,168.30	"
Fire	15,823.56	David Roberts Edw L Whelan
Automobile - Including Liability	21,116.94	David Roberts
Blanket Liability (Fidelity)	15,458.00	John Conklin
Workmen's Compensation (N J Mfr's)	34,239.67	None
Group Insurance - Blue Cross-Medical Surgical Group Life-Major Medical	115,678.84	Hosp.Serv.Plan Prudential
Fidelity Bonds (Commissioners-Treasurer)	2,333.62	Various
+ Collision Loss Account (Not Insured)	4,537.98	
Miscellaneous	4,562.55	Various
	$ 271,835.38*	

*As shown in our Annual Report, 1963.

+Included as a budget item to offset car damage not covered by collision insurance

NEW JERSEY HIGHWAY AUTHORITY

Title	Annual Salary
Executive Director	$22,500
Comptroller	16,000
Operations Manager	15,220
Chief Engineer	14,500
Director, Public Relations	14,000
Real Estate Supr.	13,100
Asst. Comptroller	12,844
General Attorney	12,200
Maint. Engineer	11,336
Personnel Manager	11,000
Chief Accountant	10,530
Asst. Engr. of Maintenance	10,530
Field Services Supr.	10,244
Engr. III Highway	10,140
Traffic Engineer	10,114
Chief Auditor	9,958
Coordinator Communications	9,932
Supt. of Tolls	9,828
Landscape Engr.	9,932
Engr. III Highway	9,568
Supr. of Titles	9,444
Mechanical Supr.	9,126
Operations Analyst	9,126
Dist. Maint. Supr.	9,126
Dist. Maint. Supr.	9,126
Dist. Maint. Supr.	9,126
Supr. Electrical	9,126
Right of Way Engr.	9,126
Supr. of Purchasing	8,996
Engr. III Highway	8,710
Chief Appraiser	8,482
Asst. Traffic Engr.	8,450
Supr. Accountant General	8,450
Dist. Supr. Tolls	8,372
Dist. Supr. Tolls	8,372
Dist. Maint. Supr.	8,112
Supr. Accountant, Budget & Cost	8,112
Property Control Supr.	8,086
Engr. III Safety	8,086
Craftsman I Electrical	7,800

NEW JERSEY HIGHWAY AUTHORITY

Title	Salary
Asst. Supt. Tolls	$ 7,774
Supr. Auditor	7,774
Health & Sanitation Supr.	7,774
Accountant - Methods & Procedures	7,514
Service Area Inspector	7,514
Tabulating Supr.	7,514
Asst. Dist. Maint. Supr.	7,514
Asst. Dist. Maint. Supr.	7,514
Asst. Dist. Maint. Supr.	7,514
Craftsman I Elec-Mech	7,514

NEW JERSEY HIGHWAY AUTHORITY

INSURANCE SCHEDULE

Description of Coverage	Amount of Coverage	1964 Annual Premium (Est)	Broker
Fire, Ext. Coverage, Vandalism	$9,223,000	$15,285	Harry Godshall, Inc.
All Risk on Toll Booths, Canopies, Remote Recording Equipment, Communications, Misc. Contractors Type Equipment	3,981,327	3,095	J. S. Frelinghuysen Corp.
Bridge Physical Damage	15,793,000	15,635	J. S. Frelinghuysen Corp.
Bridge Use and Occupancy	25,000,000	9,900	J. S. Frelinghuysen Corp.
Comprehensive General Liability including Automobile Liability	5,000,000	35,000	David Roberts and Co., Inc.
Workmen's Compensation		62,000	Edward L. Whelan Co.
Comprehensive - Dishonesty, Disappearance & Destruction of Money	100/250,000	1,553	Harry Godshall, Inc.
Boiler, Unfired Pressure Vessels and Refrigeration Systems	50,000	1,808	Harry Godshall, Inc.

NEW JERSEY STATE HIGHWAY DEPARTMENT

TITLE	RANGE
State Highway Commissioner	$22,000 per annum
State Highway Engineer	18,000 " "
Confidential Secretary	14,950 " "
Assistant to the Commissioner	12,000 " "
Executive Director, Division of Railroad Transp.	19,000 " "
Assistant Chief Accountant	8957 - 11,645
Assistant Chief, Bur. of Equipment	8530 - 11,092
Assistant Chief, Hwy. Urban Planning Section	8530 - 11,092
Assistant Comptroller, Highway Department	11,431 - 14,863
Assistant Director and Assistant Chief Engineer, Division of Roads, Design and Construction	12,603 - 16,383
Assistant Director, Bureau of Public Information	7737 - 10,059
Assistant Director, Div. of Administrative Serv.	8530 - 11,092
Assistant Director, Div. of Maintenance & Opera.	12,603 - 16,383
Assistant Director, Div. of Right of Way, Acquisitions and Titles	11,431 - 14,863
Assistant Director of Personnel, Hwy.	8957 - 11,645
Assistant District Engineer, Bur. of Construction	8530 - 11,092
Assistant District Engineer, Bur. of Location and Design	8530 - 11,092
Assistant District Engineer, State Aid, Projects	8530 - 11,092
Assistant District Superintendent, Maintenance and Operations	8530 - 11,092
Assistant District Supervisor, Bur. of Appraisals and Negotiations	8530 - 11,092
Assistant District Supervisor, Electrical	6366 - 8274
Assistant District Supervisor, Hwy. Maintenance	6366 - 8274
Assistant Engineer, Electrical	5499 - 7149

TITLE	RANGE
Assistant Engineer, Highway	$5499 - 7149
Assistant Engineer, Laboratory	5499 - 7149
Assistant Executive Officer, Personnel, Hwy.	12,003 - 15,603
Assistant Head Paymaster	6063 - 7881
Assistant Landscape Architect	5499 - 7149
Assistant Master Mechanic	6366 - 8274
Assistant Parkway Engineer	8530 - 11,092
Assistant Superintendent, Road Maintenance and Construction	8124 - 10,560
Assistant Supervising Bridge Engineer, Design	10,369 - 13,477
Assistant Supervising Electrical Engineer	10,369 - 13,477
Assistant Supervising Engineer, Bureau of Construction	10,369 - 13,477
Assistant Supervising Engineer, Bureau of Location and Design	10,369 - 13,477
Assistant Supervising Engineer, Bureau of Planning and Traffic	10,369 - 13,477
Assistant Supervising Engineer, Highway Maint.	10,369 - 13,477
Assistant Supervising Engineer, State Aid Proj.	10,369 - 13,477
Assistant Supervising Engineer, Testing Laby.	10,369 - 13,477
Assistant Supervisor of Bridge Operation	6684 - 8688
Assistant Supervisor of Bridges and Structures	6366 - 8274
Assistant Supervisor of Construction and Institutional Roads	6366 - 8274
Assistant Supervisor of Landscape Maintenance	6366 - 8274
Assistant Supervisor of Materials, Maintenance and Operations	6366 - 8274
Assistant Supervisor of Signs and Traffic Lines	6366 - 8274
Assistant Supervisor of Purchase and Stores, Hwy.	7018 - 9124
Assistant Supervisor of Warehouses	5774 - 7508
Assistant Title Officer	8530 - 11,092

TITLE	RANGE
Assistant to the Director and Chief Engineer, Div. of Roads, Design and Construction	$6366 - 8274
Bridge Designer, Architectural, Highway	7737 - 10,059
Bridge Designer, Structural, Highway	7737 - 10,059
Bridge Detailer, Architectural, Highway	5499 - 7149
Bridge Detailer, Structural, Highway	5499 - 7149
Bridge Inspector	5499 - 7149
Chief Accountant	10,887 - 14,151
Chief, Bureau of Buildings and Grounds, Hwy.	9405 - 12,225
Chief, Bureau of Data Processing, Highway	10,369 - 13,477
Chief, Bureau of Equipment	10,887 - 14,151
Chief Electrical Draftsman	5774 - 7508
Chief, Highway Planning, Survey Section	8530 - 11,092
Chief, Highway Traffic Operations Section	8530 - 11,092
Chief, Highway Traffic and Safety Research Section	9405 - 12,225
Chief, Highway Traffic Regulation Section	8530 - 11,092
Chief, Highway Urban Planning Section	9405 - 12,225
Chief, Highway Use Survey Section	8530 - 11,092
Chief Investigator	9875 per annum
Comptroller, Highway Department	12,003 - 15,603
Confidential Agent, Div. Railroad Transp.	15,000 per annum
Confidential Secretary, Div. Railroad Transp.	16,000 " "
Contractor's Classification Officer, Hwy.	7737 - 10,059
Data Processing Analyst, II	7369 - 9577
Data Processing Programmer, II	6684 - 8688
Data Processing Programmer, III	5499 - 7149
Director and Chief Bridge Engineer, Bridge Div.	13,895 - 18,065
Director and Chief Engineer, Div. of Planning, Research, Soils and Tests	13,895 - 18,065

TITLE	RANGE
Director and Chief Engineer, Division of Roads, Design and Construction	$13,895 - 18,065
Director and Chief Engineer, Maintenance and Operations	13,895 - 18,065
Director, Bureau of Public Information, Hwy.	10,369 - 13,477
Director, Division of Right of Way, Acquisitions and Titles	13,895 - 18,065
Director of Research, Highway	13,895 - 18,065
District Bridge Engineer, Construction	9405 - 12,225
District Engineer, Bureau of Construction	9405 - 12,225
District Superintendent, Maintenance & Opera.	9405 - 12,225
District Supervisor, Bur. of Appraisals and Negot.	9405 - 12,225
District Supervisor, Electrical	7369 - 9577
District Supervisor, Highway Maintenance	7369 - 9577
Drainage Engineer	8530 - 11,092
Electrical Foreman	5499 - 7149
Engineer of Design	9405 - 12,225
Engineer of Special Assignments (Federal Aid)	8530 - 11,092
Engineer of Special Assignments (Hwy. Permits)	8530 - 11,092
Engineer of Special Assignment (Maint. Structures)	8530 - 11,092
Engineer of Special Assignments (Pavement Maint.)	8530 - 11,092
Engineer of Special Assignments (Research)	8530 - 11,092
Engineer of Special Assignments (Signs)	8530 - 11,092
Engineer of Utilities Coordination	8530 - 11,092
Engineer, Specifications, Highway	8530 - 11,092
Foreman, Bridges and Structures	5499 - 7149
Foreman, Building Maintenance	5499 - 7149
Foreman, Equipment Operation	5499 - 7149
Foreman, Highway Drilling Operations	5499 - 7149

TITLE	RANGE
Foreman, Highway Maintenance	$5499 - 7149
Foreman, Highway Signs	5499 - 7149
Foreman, Landscape, Highway Maintenance	5499 - 7149
Foreman, Mechanic	5499 - 7149
Foreman, Painter, Bridges	5499 - 7149
Foreman, Radio Maintenance	5499 - 7149
Foreman, Sign Shop	5499 - 7149
Foreman, Traffic Line Painting	5499 - 7149
Garage Foreman	5499 - 7149
Head Offset Machine Operator	5774 - 7508
Head Paymaster	8124 - 10,560
Highway Property Clerk	6366 - 8274
Information Assistant, Maint. & Operations	6366 - 8274
Inspector, Highway Permits, I	6684 - 8688
Inspector, Highway Permits, II	5774 - 7508
Junior Bridge Designer, Architectural, Hwy.	6684 - 8688
Junior Bridge Designer, Structural, Hwy.	6684 - 8688
Landscape Architect	6684 - 8688
Machine Shop Foreman	5499 - 7149
Master Mechanic	7369 - 9577
Model Maker	7369 - 9577
Parkway Engineer	8957 - 11,645
Principal Accountant	8124 - 10,560
Principal Auditor	8124 - 10,560
Principal Bridge Designer, Structural, Hwy.	9405 - 12,225
Principal Engineer, Bridge	7737 - 10,059
Principal Engineer, Civil	7737 - 10,059
Principal Engineer, Electrical	7737 - 10,059

TITLE	RANGE
Principal Engineer, Highway	$7737 - 10,059
Principal Engineer, Hydraulic	7737 - 10,059
Principal Engineer, Laboratory	7737 - 10,059
Principal Engineer, Soils	7737 - 10,059
Principal Engineer, Structural	7737 - 10,059
Principal Engineer, Traffic	7737 - 10,059
Principal Highway Bridge Inspector	6366 - 8274
Principal Landscape Architect	7737 - 10,059
Principal Personnel Assistant	8124 - 10,560
Principal Procedures Coordinator	7369 - 9577
Principal Public Relations Assistant	7737 - 10,059
Principal Right of Way Negotiator	7737 - 10,059
Principal Title Examiner	7737 - 10,059
Regional Highway Engineer	13,895 - 18,065
Safety Supervisor, Highway	6684 - 8688
Secretarial Assistant, I	6366 - 8274
Secretarial Assistant, II	5499 - 7149
Secretarial Assistant, Highway	7737 - 10,059
Senior Accountant	6063 - 7881
Senior Auditor	6063 - 7881
Senior Bridge Designer, Architectural, Hwy.	8530 - 11,092
Senior Bridge Designer, Structural, Hwy.	8530 - 11,092
Senior Bridge Inspector	6684 - 8688
Senior Engineer, Bridge	6684 - 8688
Senior Engineer, Electrical	6684 - 8688
Senior Engineer, Highway	6684 - 8688
Senior Engineer, Highway (Utilities)	6684 - 8688
Senior Engineer, Hydraulic	6684 - 8688

TITLE	RANGE
Senior Engineer, Laboratory	$6684 - 8688
Senior Engineer, Soils	6684 - 8688
Senior Engineer, Traffic	6684 - 8688
Senior Highway Bridge Inspector	5499 - 7149
Senior Highway Inspector	5499 - 7149
Senior Personnel Assistant	7018 - 9124
Senior Procedures Analyst	6684 - 8688
Senior Public Relations Assistant	6366 - 8274
Senior Right of Way Negotiator	6366 - 8274
Senior Title Examiner	6366 - 8274
Senior Training Advisor	6684 - 8688
Soils Engineer	9405 - 12,225
Special Contracts Engineer, Hwy.	9405 - 12,225
Special Investigator	6000 per annum
Superintendent, Electrical Construction and Maint.	8124 - 10,560
Supervising Accountant	7369 - 9577
Supervising Auditor	7369 - 9577
Supervising Bridge Engineer, Construction	12,003 - 15,603
Supervising BridgeEngineer, Planning & Design	12,003 - 15,603
Supervising Electrical Engineer	12,003 - 15,603
Supervising Engineer, Bureau of Construction	12,003 - 15,603
Supervising Engineer, Bureau of Location & Design	12,003 - 15,603
Supervising Engineer, Bureau of Planning & Traffic	12,003 - 15,603
Supervising Engineer, Highway Maintenance	12,003 - 15,603
Supervising Engineer, State Aid Projects	12,003 - 15,603
Supervising Engineer, Testing Laboratory	12,003 - 15,603
Supervising Garage Foreman	6366 - 8274
Supervisor, Bureau of Appraisals & Negotiations	9875 - 12,839

TITLE	RANGE
Supervisor of Bridge Operation	$7737 - 10,059
Supervisor of Bridges and Structures, Hwy.	7369 - 9577
Supervisor of Condemnation Proceedings	8530 - 11,092
Supervisor of Landscape Maintenance	7369 - 9577
Supervisor of Materials, Maintenance & Operations	7369 - 9577
Supervisor of Office Services, Highway	6684 - 8688
Supervisor of Purchase & Stores, Highway	8124 - 10,560
Supervisor of Records, Maint. & Operations	7369 - 9577
Supervisor of Signs and Traffic Lines	7369 - 9577
Supervisor of Tabulating Machine Operations, I	6063 - 7881
Supervisor of Tabulating Machine Operations, II	5499 - 7149
Supervisor of Warehouses	6684 - 8688
Title Examiner	5499 - 7149
Title Officer	9875 - 12,839

EXCERPT OF TESTIMONY MR. D. LOUIS TONTI, EXECUTIVE DIRECTOR N.J. HIGHWAY AUTHORITY

BEFORE THE ASSEMBLY COMMITTEE ON HIGHWAYS, TRANSPORTATION & PUBLIC UTILITIES

HELD:
ASSEMBLY CHAMBER
STATE HOUSE
TRENTON, N.J.
AUGUST 7, 1958

At this point, I should like to make use of a chart that we placed up to the right, there. If everyone can see this chart, which is marked "Estimates of Toll Revenue and Outstanding Obligations" they will notice four colored lines. This green line, which is the highest one, represents the current estimate of total revenue - ideal estimates, if you will, because the estimates are predicated on no restrictions to the free flow of toll-paying traffic - and the line goes from 1955 all the way to 1987, when the last bonds of the Parkway should be paid off. It takes into account the additional revenues that will accrue to the Garden State Parkway as soon as the present plans of the State Highway Department materialize with respect to some major arteries of transportation which will be constructed east-west in the State of New Jersey; for example, the beneficial effects on the Parkway that will flow from the construction of the Bergen-Passaic Expressway, from the East-West Freeway, from the new Route 22, - they are all reflected in this green line and, therefore, I repeat, represents the estimate of total revenue with no restrictions to the free flow of toll paying traffic which the Parkway will receive through the year 1987.

The yellow line, which is just below it, represents in

dollars the minimum obligations of the New Jersey Highway Authority. The dollars and cents of that line will be available to this Committee and anyone else who asks for it. I noticed that some people were looking at some copies of our prospectus on our bond sales and I think, if they will look on page 13, they will find the figures which provide the data for this yellow line. The minimum obligations of the Highway Authority - these obligations, briefly, to maintain and operate the road. This year, roughly $4 million and increases slightly each year. The interest costs are in there, which this year are about $9,648,000. And also included are the amortization costs to pay off bonds, which begin next year. Next year, the first time, we set aside money to pay off on principal to the tune of $1,051,000 for the year 1959, which will be payable January 1, 1960. And each year thereafter, that $1,051,000 figure increases by almost a half million dollars each year. That's the yellow line - obligations. And, conceivably, when we are all paid off, there are no obligations, it drops down, except to maintain - somebody is going to maintain it.

The blue line represents the estimate of revenues, made in 1956 by Coverdale & Colpitts, which does not have the benefit of the beneficial effects of all the new highways that I spoke about previously.

But now, gentlemen, the red line. The red line is the total estimate based on the report that I am reading from, and which will be available to the Committee, - the total estimates of income to the Authority with consideration of the effect of restrictions to the free flow of toll-paying traffic. I want to point out that

such restrictions or congestions to the free flow of toll-paying traffic occurs, according to the engineers, most severely in Essex County but also in other parts of the State. And I will quote that section of the report later. But the interesting thing here is that the red line, which is estimates, and the yellow line, which is obligations, cross at a point about 1964.

We'll have occasion to refer to this chart more frequently as we go on with our presentation.

The analysis made in this report, and as indicated by that chart, indicates that the revenues have been and will be progressively affected by the lack of roadway capacity on the Garden State Parkway.

Remember that continuous records of the hourly volumes of traffic in each direction, at each toll plaza, were maintained by the Authority. We have statistical recorders which measure the volume of traffic each hour of every day through every toll plaza, in each direction, and those tapes have been studied in great detail and made available to this Consulting Engineering firm.

"The curve representative of the obligations of the Authority is crossed by the revenue curve during 1964. This indicates that at about that time the Authority will be unable to meet its obligations unless the restrictions are removed."

"The worst restricted area now and in the future is the free section in Essex County between the Union and Essex Toll Plazas; the next in order of magnitude is from the Raritan Toll Plaza to the Union Toll Plaze, including the state-owned section in Union and Middlesex Counties."

NEW YORK Herald Tribune
TUESDAY, NOVEMBER 26, 1957

N. J. to Run Pike and Parkway

For $2 Billion Road Building

By Tom Barrett

TRENTON, Nov. 25. — Gov. Meyner was reported today to have decided on state operation of the New Jersey State Turnpike and the Garden State Parkway, to help finance $2,000,000,000 in highway construction i nNew Jersey.

Both the $450,000,000 turnpike and the $330,000,000 parkway are now operated under independent authorities, with none of their combined $15,000,000 annual profits over and above their bond requirements available to New Jersey until the bonds, due for redemption by 1987, are paid off.

Under a plan opproved by the Governor's legal counsel, both super highways will be leased to the New Jersey Highway Commission at a rental equal to the bond interest and sinking fund requirements of the stockholders of both tollways.

Other Savings

In addition to freeing profits for immediate use by the State Highway Commission, the backers of the plan said a minimum of $1,500,000 in operating expenses would be saved annually by combining the man power and maintenance machinery of the two highways, which crisscross the state.

A modified version of the present proposal was presented to Gov. Meyner three years ago. He held it up because of legal complications and the hostile attitude of commissioners of both roads, most of them carryovers from his Republican predecessor, Gov. Alfred E. Driscoll.

The approval of Gov. Meyner's legal counsel, however, is expected to carry weight with both the present super-highway authorities, whose six members are all Meyner appointees.

Legal "Loophole"

A loophole in the indenture of the bond sales of both authorities, which enables the commissioners to "lease" the facilities of both toll highways, is the legal basis for the proposed merger, the backers said.

The proposed lease to the state of the 173-mile parkway and the 118-mile turnpike comes at a time when both highways are reaching a state of financial health. With the opening of a new spur to the New York Thruway last summer, the Garden State Parkway, which had rocky financial going in its first three years, is reportedly making a $2,500,000 profit for 1957 operations, relieving objections of turnpike bond holders whose gross income of $24,500,000 doubles the parkway receipts.

In addition, the merger plan, to ease objections on turnpike bond holders, also provides for an extra 20 per cent reserve over and above interest and sinking fund obligations.

The plan, based upon state operation of both highways by 1960, envisages a $2,000,000 increase each year in profits, so that by the time both authority bonds are redeemable, the state will be netting more than $50,000,000 a year from the combined operations, the backers said.

The turnpike, with 750 employees, has an annual operating expenses of $5,500,000, and the parkway, with 500 employees, lists expenses at $3,600,000. In addition to savings by the combined use of machinery and maintenance equipment, the plan would provide for only one chief operating engineer and staff.

The present commissioners of both super-highways will be limited in responsibilities to turning over the rent from the state to the bond holders to meet the obligations. The combined roads will be run by a special division of the State Highway Department.

Aware of Plan

D. Louis Tonti, executive director of the parkway, said today he was aware that the plan was under consideration by the state administration. He said he understood that the move was prompted by the necessity of keeping state feeder county and municipal highways up to date with advances of the state's super highways.

"As a matter of highway safety, there seems to be no alternative but to have funds made available to the state immediately to meet public highway requirements," Mr. Tonti said.

Fulfillment of the plan, sources here said, will enable Gov. Meyner to raise state matching funds for the Federal highway program without having to increase gasolone taxes.

Plain, Courier News 11/26/57

Parkway, Turnpike Grab Denied

A report that Governor Meyner was moving toward state operation of the New Jersey Turnpike and the Garden State Parkway was branded today as "wholly without foundation."

Joseph Morecraft Jr. of Dunellen, chairman of the State Turnpike Authority, telephoned to Dwight R. C. Palmer, state highway commissioner, after he was apprised of the report in a New York newspaper that Meyner wanted state operation of the toll roads in order to help finance $2 billion in state highway construction.

No Foundation

Palmer told him, Morecraft said, that the story was without foundation and the Governor Meyner had discussed no such intention with him (Palmer).

Governer Meyner, on a European tour, was not available for comment on the proposal, said to be a modification of one made three years ago by the Governor and defeated then by legal complications and hostility toward it by commissioners of both roads.

Must Retire Bonds

Independent authorities now operate the $450-million turnpike and the $330-million parkway and none of their $15 million annual profits over and above bond requirements can be used by New Jersey until the bonds are paid off in 1987.

The New York newspaper said Meyner's legal counsel approved a proposal to lease both superhighways to the State Highway Commission at a rental equal to the bond interest and sinking fund requirements of the stockholders of both roads.

The six members of the present authorities for both tollways are Meyner appointees. When the proposal was voiced before, some commissioners were holdovers from the Driscoll Republican administration.

8/8/58
Asbury Park Press

State House Scene

Meyner Administration Bigwigs Discuss Merger of Authorities

By James P. Hackett

TRENTON — (AP) — There has been some exploratory talk in the higher echelons of the Meyner administration about the possibility of the Highway Department taking over operations of both the New Jersey Turnpike and the Garden State Parkway.

Nothing concrete has been done so far except for a suggestion from Highway Commissioner Dwight R. G. Palmer that personnel of the Turnpike Authority and the Highway Authority get together at regular intervals.

The Highway Authority, which is building the Garden State Parkway and hopes to have much of it in operation by midsummer, is a quaisi - indpendent body. The Turnpike Authority obtained during its formation in 1948 legislative approval to act independently of the Highway Department.

See Duplication

Some members of Gov. Robert B. Meyner's official family feel it is duplication of effort to have two authorities, each operating a toll road, and a Highway Department maintaining all the other state roads.

The talk about the toll roads goes something like this:

The Turnpike Authority makes decisions on what new toll road extensions from the 118-mile mainline will be required. Each extension will be financed by a bond issue and so long as there are bond issues afloat no part of the turnpike or its tributaries will be freed of tolls.

Similarly, the Highway Authority could go ahead with extensions and the Garden State Parkway could continue as a toll road for a long time. The Highway Authority is building the Garden State Parkway with a staff that duplicates that of the Turnpike Authority.

Meanwhile, the Highway Department and county road supervisors find their problems growing as traffic increases on both toll roads. This is especially true on the seaward side of the Garden State Parkway where existing roads and bridges may need rebuilding to handle the traffic dumping into Shore resorts.

Could Consolidate

Wtih a stroke of new legislation, the Highway Department could consolidate the operations of the two authorities under its direction and eliminate such things as special state police detachments on both roads, separate engineering corps, and separate staffs.

The same legislation could reduce the authorities to financial bodies with power only to recall outstanding bonds and issue new securities for any extensions decided upon by the Highway Department.

It is interesting to note that negotiations to have Mercer County Democratic leader Thorn Lord succeed Paul L. Troast as chairman of the Turnpike Authority petered out. The negotiations were at a high pitch two months ago, but since then nothing has happened. Meyner still has to appoint a Turnpike Authority member to succeed George F. Smith of Johnson & Johnson, whose term expired last March.

And, Meyner did not take the opportunity to name Mayor Katharine Elkus White of Red Bank as chairman of the Highway Authority. She is the newest member of the authority and its only Democrat. Meyner elevated Orrie de Nooyer from secretary to chairman. De Nooyer, a Republican, has a term which expires next June.

8/8/58

Asbury Park Press

Tonti Predicts Deficit by '64 For Parkway

TRENTON (AP)— The N. J. Highway Authority said yesterday it will go in the red by 1964 unless a way is found to keep toll-free riders from jamming the Garden State Parkway in Essex County.

The authority said that if it defaults on 285 million dollars worth of bonds guaranteed by the state, the unpaid amount will have to be made up through a statewide tax on real estate and the gasoline tax.

D. Louis Tonti, executive director of the authority, told a public hearing conducted by the Assembly Highway Committee that the parkway's paying customers are being pushed off the 5.7-mile toll - free section in Essex County.

He said, "No one will pay for the privilege of riding on an expressway to wind up in a traffic jam in Essex County or anywhere else. We have no monopoly on roads leading from one place to another."

Mr. Tonti testified in opposition to a bill by Assemblyman Richard A. Lynch (D-Essex) of Bloomfield that would require the authority to move its Essex County toll gate.

The 25-cent toll barrier is now located just north of the Bloomfield avenue exit on the parkway. Bloomfield and other nearby municipalities contend that parkway riders seeking to duck the toll jam he exit causing tremendous congestion on local roads and a high accident rate.

Would Shift Barrier

The Lynch bill would shift the barrier north, permitting northbound motorists to leave the parkway at Hoover and Watchung avenues without paying a toll.

Mr. Lynch said the idea is to disperse the traffic now using the Bloomfield avenue exit.

But Mr. Tonti said, "All we're looking for here is more free miles of parkway."

He said the traffic problem cited by the Essex County municipalities could be solved just as easily by moving the toll barrier southward, so there would be no special incentive to use the Bloomfield avenue exit.

"We should quit fooling the people into thinking they can have more and more government services without paying for it," Mr. Tonti added.

He said the Lynch bill would only speed up the authority's inability to meet its bond obligations, as predicted in a special engineering report released by the agency yesterday.

Assemblyman J. Edward Crabiel (D-Middlesex), chairman of the Highway Committee, said that as an individual he didn't see how the committee could approve the bill the highway authority's figures old up.

Mr. Crabiel said he thought the Legislature must first consider the entire problem of the authority's operations, to keep it operating in the black.

Given a Month

He gave both sides a month to file briefs and said it was doubtful any action would be taken on Mr. Lynch's measure for several months. The Legislature is adjourned until Nov. 10.

The report, prepared by a New York engineering firm at what Mr. Tonti said was a cost of $5,025, said the parkway already is operating at or over its practical peak capacity on every work day in Essex County.

The high volume of traffic already requires motorists to slow down near major exits and causes traffic to back up, the report said, and in two years driving speeds will be reduced to 30 to 35 miles an hour, with increased congestion at the exits.

It said, "driving under such conditions will not be pleasant and the necessary (revenue) growth at the Union and Essex toll plazas will be restricted."

Toll-free traffic amounts to considerably more than one-third of all the traffic in Essex County, the report said, and cuts the number of express lanes available for toll-paying motorists in half during peak hours.

If this condition is not eliminated, the authority's revenue will drop below the amount needed to meet its obligations during 1964, the report said.

It said the parkway section between the Raritan and Union toll plazas in Union and Middlesex counties was the second most congested area on the superhighway.

Mr. Tonti said the parkway was a "marginal operation — the toughest in the world."

"We give prizes for toll-paying motorists found on the southern section in November," he quipped.

8/25/58

The Record

Bergen Tolls On Parkway Too High, Savino Claims

Lyndhurst — Assemblyman Carmine Savino Jr. (R., Bergen) served notice today that he will be waiting to clash with Garden State Parkway officials when the time comes for the Legislature to consider Parkway financial woes.

FOOLED TOO LONG

Said Savino: "We in Bergen County have been fooled for many years by the Parkway: we've had to pay higher tolls than any other county and we can't use the road for local traffic. And now we hear outrageous statements that the Parkway wants to decrease, rather than increase, free ride areas."

Savino was referring to statements made last month by D. Louis Tonti, executive director of the Parkway. Tonti, appearing before an Assembly Committee, protested a bill that would increase the toll-free section in Essex County.

If an even larger number of motorists are permitted to drive without paying tolls, he said, they will create more serious traffic jams than now exist in the Bloomfield area and keep toll-paying drivers off the road, said Tonti.

If too many non-paying riders crowd the Parkway, Tonti said, Parkway finances may suffer. It is possible, according to an engineers' survey, that the Parkway may face deficits by 1964 unless more tolls are collected.

WANTS CLOSE LOOK

Savino challenged these statements today. He said he plans to take a very close look when the Legislature considers Tonti's suggestions for a solution to the problem. Tonti is expected to make recommendations for the relief he says is needed in another appearance before the Committee next month.

"I really doubt," said Savino "that finances on the Parkway can be as bad as Mr. Tonti says they are. And what's more I think the time has come for toll reduction and establishment of free riding areas in Bergen.

"Just recently I had to go from Lyndhurst to Montvale to make a speech, and it cost me 60 cents in tolls — 10 cents when I got on the Parkway, 25 cents in Saddle Brook, and another 25 cents in Washington Township. This is entirely too much. Bergen is the most abused county. The Parkway would be used much more here if we could have more sensible tolls."

Savino, late last year, suggested that both the New Jersey Turnpike Authority and the authority operating the Parkway be abolished. He said the State Highway Department could take over operation of both toll roads.

Trenton Eve. Times
8/27/58

Desirable Features, But —

Obstacles In Path Of Pike-Parkway Merger

Governor Meyner holds the view merged management of the New Jersey Turnpike and the Garden State Parkway could have desirable economic features, but accomplishment would be practically impossible.

Merger is a periodic proposal and came up recently after the Highway Authority, operating the Parkway, expressed opposition to a two - mile extension in Essex County which would be toll - free. A spokesman said "we are giving away too much now."

Meyner pointed out that, while the Turnpike continues to be a money maker with a bond retirement reserve of more than $39,000,000, the Parkway now is about "breaking even."

With Jersey drivers "free road conscious," he saw little chance of cutting out free sections.

Highway Authority spokesmen have expressed fear unless revenues increase bond interest and principal payments may have to be supported by special state taxes. Sucha a protective provision is contained in bond agreements with present holders.

Meyner explained the agreements with bondholders of both Turnpike and Parkway construction bonds presented the major blockade to a merger plan.

The holders would not agree, he pointed out, unless their bonds were bought up at a profit, or premium, should the state seek to combine operation of the two super highways.

Bond Requirements

No other way of getting the old bonds paid off, except to let them run to maturity, is seen by state financial experts. Issues for both roads run for 15 to 20 years longer.

Meyner estimated roughly the state would need to float an issue of $420,000,000 of bonds to buy up the Turnpike issues outstanding and about $320,000,000 to liquidate the Parkway bonds.

He said this could not be done economically, because of the substantial premiums holders would expect, unless the bond market became very favorable. If the state could float new issues at about one percent interest, he said, the merger plan might be practical.

The Governor recalled that in the 1953 Republican primary campaign for nomination of a candidate for governor, Senator Malcolm S. Forbes of Somerset broached the merger plan as a way to help school financing.

The then Governor Driscoll opposed the idea as legally impossible because of the bond agreements.

There has never been any decision what to do about tolls from the roads after the bonds are paid off. Use of revenue above operating cost for other state purposes, or cut the tolls, have been opposing informal suggestions.

Nwk. Star Ledger
8/27/58

Turnpike-Parkway merger

It appears that the N.J. Turnpike Authority and the N.J. Highway Authority are going to have to go their separate ways. There is very little likelihood of a merger, even though such a step would mean economies in the operation and administration of the Turnpike and the Parkway.

The legal problems, Gov. Meyner pointed out yesterday, are so great in a merger of this sort that it just about rules out the move, for all practical purposes.

It would entail buying up the bonds of both authorities—at a heavy premium—and refinancing the bonds under a new authority in a less favorable market. This undoubtedly would be costly. But the question which has been unanswered is whether the cost would, or would not, offset the economies which could be effected by a merged authority.

While the Turnpike is in no financial difficulty, the Parkway is not doing so well and faces the prospect of operating at a loss by 1964. In that event, the state would have to make up the deficit. The problems the Parkway faces will not be solved by a merger.

A merger would mean that some of the Turnpike profits would go toward paying off the Parkway deficit. It would drain off funds which would go toward the improvement of the Turnpike, the development of feeders and interchanges and other projects by the Turnpike Authority. In the long run, this might mean a loss of new and improved facilities to the motorist.

The parkway's major problems is in congestion from local traffic on toll-free portions of the road.

The ultimate solution is the development of auxiliary roads which will handle the local traffic outside the Parkway. That will solve the local motorist's problem . . . and probably will also solve the Parkway's financial troubles.

Bayonne Times
8/27/58

Merger of N.J. Toll Arteries Appears Unlikely

Pike Bondholders Seen Reluctant To Approve Plan

TRENTON, (UPI) -- Chances that New Jersey's two major toll roads ever would be administered by a single agency appeared slim today although state officials agree that a merger would have advantages.

Gov. Robert B. Meyner said yesterday that a consolidation of the New Jersey Turnpike Authority and the New Jersey Highway Authority, which operates the Garden State Parkway, might have some desirable features. The big problem would be getting bondholder approval, he added.

Similar viewpoints were expressed to United Press International by Joseph Morecraft, chairman of the Turnpike Authority, and D. Louis Tonti, executive director of the Highway Authority.

The merger proposal was resurrected recently after Tonti disclosed at a public hearing that the Parkway would be losing money in six years.

Bondholders Reluctant

The Governor said the advantages from such a merger would result from removing current duplication of accounting and in control of supervision procedures.

But he pointed out that the Turnpike bondholders probably would be reluctant to take on the Parkway obligation, which has not been as profitable as the Turnpike.

Meyner said one possible solution could be to have the state float a new bond issue and purchase the bonds of the two agencies.

However, he conceded that the estimated $750-million cost of such a venture might not justify the saving.

The Governor appeared to be more optimistic about the Parkway's future than Tonti, who based his appraisal on a special engineering report.

Meyner said that an early end to the current recession plus an increase in business stemming from the state's anticipated population rise during the next six years might help the Parkway's business.

"There is a fair chance that it can break even," Meyner said.

Tonti said studies of the Parkway facilities indicated that in 1964, when the road would have to begin payment on bond principal as well as interest, income from all sources would be $22,536,000 while the total expenses would amount to $22,579,000.

"In 1965, the spread begins to get even greater," Tonti pected to be $23,215,000 and added. "Projected income is expenses, $23,332,000. The gap increases geometrically from there on."

Tonti said Turnpike bondholders undoubtedly would be reluctant to accept a merger that would involve consolidation with a deficit operation.

In addition, there would be the intricate legal task of drawing up a structure for the united organization, which would then have to be submitted to the bondholders.

Morecraft said obtaining bondholder consent would be a monumental task.

Both Tonti and Morecraft said they doubted consolidation could take place until 1988, when the bonds of both facilities are slated to be retired.

Newark Ev'ng News
8/29/58

Good Idea, but–

IN THE matter of the proposed consolidation of our turnpike and parkway authorities, Gov. Meyner says it's a good idea, but—— The "but" signifies that in the governor's opinion it can't be done.

First, Mr. Meyner says it might be necessary to retire outstanding bonds of both authorities. To do so, he continues, might require possibly 800 million dollars, and that the premium for premature retirement of turnpike bonds alone might run to 39 million.

That's a formidable list of objection for one press conference, and so far as the governor is concerned seems to signal the end of consolidation. But does it dispose irrevocably of this issue?

It was not suggested that turnpike revenue be used to rescue the parkway from its impending financial plight, at least not until the turnpike obligations were discharged. What was pointed out was the opportunity consolidation offered for eliminating duplicate services—legal, engineering, secretarial, etc.—in the interest of economical administration. This applies also to the proposed construction of a new headquarters building for the Parkway, or State Highway, Authority approximately 10 miles from the headquarters of the Turnpike Authority.

Moreover, competent legal sources outside the administration question whether it would be necessary to undertake the huge refunding operation the governor thinks might be necessary. An example cited is the merger of two industrial companies wherein the new entity simply assumes responsibility for both sets of bonds.

So more thorough exploration might disclose that the obstacles to consolidation aren't as monumental as the governor believes. In any case, the project promises savings which seem to warrant something more than casual dismissal. The Legislature which professedly hunts for economies on all fronts might conceivably be as interested (almost) as the toll-paying public in the possibilities when its session resumes in November.

Herald News
(Passaic) 9/2/58

One Management for State's Toll Roads

THE suggestion that the New Jersey Turnpike and the Garden State Parkway be merged to cut operating costs is not new and on the surface the idea appears sound. Governor Meyner agrees that it would be a good thing, though he says the financial contracts with the bondholders are "insurmountable obstacles".

The strongest desire for a merger of the toll roads stems from those who object to the tolls on the Garden State Parkway in Essex and Bergen Counties. And herein lies the heart of the problem. As the parkway's executive director, D. Louis Tonti, of Paramus, testified before the Assembly committee on roads, Bergen and Passaic County drivers pay the highest tolls of any stretches on the parkway. The toll charges had to be stepped up in these counties to help pay for the free mileage given Essex County residents. And if tolls were reduced or more free riding areas created it would continue to throw a burden on the rest of the parkway.

The cure for the parkway's ills is certainly not to try to create more miles of free riding. By the time any such move was through the Legislature, the whole parkway would be a free road and the state would be saddled with $330,000,000 in bonds to pay off. The answer is to abolish all free areas so that there is a chance to reduce tolls all along the parkway. There are no legal or logical reasons, only political ones, why Essex residents should have a special status denied to the rest of the state.

Another point that must be made is that despite all the talk about merging the two toll roads the idea has yet to be explored fully and intelligently. It is quite probable that a legal and financial merger is out of the question. Any savings to be effected would not come from a financial merger anyway. The bondholders must still be paid off from the profits of each highway.

There is no reason, however, why the two superhighways couldn't be operated by a single administrative, maintenance and operating unit. Private firms that merged have found it saved money to combine divisions doing the same kind of work. From the standpoint of not having to duplicate certain heavy and expensive road equipment used only seasonally, the savings might be more than expected.

The idea of merging the operations of the state's two toll roads holds such promise that it should be given serious study.

9/5/58
The Record

Tonti Will Ask State To End Toll-Free Stretch On Parkway

Tells Paramus Democrats He Opposes Present Essex County Arrangement

Paramus — D. Louis Tonti, executive director of the Garden State Parkway, told a Democratic Club audience last night he will recommend to the State Legislature in November it terminate toll-free privileges now permitted on a 5.7-mile section of the Parkway in Essex County.

OPPOSED BILL

Tonti went before a legislative committee last month to object to a proposed bill, sponsored by Essex County delegates and officials, which would add 2 more miles of toll-free parkway in that County. Tonti also told the legislators that, if something were not done soon, the Parkway would be in the red by 1964 and all taxpayers in the State would have to foot the deficit.

Tonti also promised the legislators his engineers would have a final report and recommendation ready by November. He said last night this recommendation would be to do away with the free rides in Essex County now.

The Parkway expects a surplus of $500,000 at the end of this year, Tonti said, but most of this could be wiped out if the maintenance crews are faced with a snowstorm like the one which occurred last December. In figuring the $500,000 surplus, he said, heavy snow is not expected in November or December.

It cost almost $500,000 to clear away the heavy snow last December, Tonti said.

Tonti reviewed the history of the 5.7 miles of toll-free freeway in Essex County. Before bonds on the Parkway were sold, he said, the State bought 2.3 miles of the old 4-lane Oriton Parkway in Essex County for $3 million. There was also an agreement to give the County an equal distance of the future Garden State Parkway as toll-free road, he said.

Instead of 2.3 miles of parkway, Tonti said, Essex County received the present 5.7 miles of 10-lane freeway. Tonti also criticized Essex County officials for not using the $3 million for the other roads in the County.

Charles Suchan, Democratic candidate for the Borough Council, asked Tonti if the Legislature could put pressure on Parkway engineers to recommend a toll increase on the thoroughfare instead of doing away with the free mileage. Tonti had said the engineers are the ones responsible for certifying that an increased toll is needed to bring in more income.

Replying to Suchan, Tonti said he didn't think this was possible for two reasons:

1. The engineers would not be influenced by pressure from the Legislature.

2. An increase in tolls is not always the answer to a dwindling income, since a high toll can scare off motorists.

Tonti also reiterated his belief the Parkway increases the value of nearby real estate. As an example, he said the Parkway officials had purchased 40 acres of land in Monmouth County in 1954 for $500 an acre. This year, he said, the persons who owned the 40 acres sold their remaining land to a developer for $3,500 an acre.

Bergen Ev'ng Record
9/15/58

Merging Operations Of The Superhighways

Unquestionably some measure of operational economy could be effected by combining the New Jersey Highway Authority and the New Jersey Turnpike Authority. But as Governor Meyner has properly explained, there seem to be insurmountable financial obstacles barring any such merger.

While the Garden State Parkway, which is operated by the Highway Authority, is a toll road built with bond-issue money, it is not in exactly the same category as the Turnpike. The State's credit is back of the Parkway bonds, and if revenues are insufficient to meet expenses the taxpayers of the State are obligated in one way or another to make up the difference. Turnpike bonds are a strictly private matter, like Port Authority bonds.

But while a merger of the two projects seems out of the question, not to be dismissed is continued study of the Parkway operation and the prospect that within the next few years it may not be able to meet its bond obligations. If, as has been claimed, the toll-free arrangement for one portion of the Parkway, in Essex County, is endangering its financial structure, then the Legislature ought to stop this policy of appeasing one small section of the State at the expense of the rest of us.

9/27/58
The Record

MEYNER COOL TO ROAD TIE

Legal Problems May Hinder Merger

Trenton, Aug. 27 (AP)—A proposal to have a single agency run New Jersey's two toll roads gets a cold shoulder from Governor Robert B. Meyner.

He told a news conference yesterday such a merger might be cheaper in some ways but there appear to be insurmountable legal problems.

Meyner said the New Jersey Turnpike, run by the Turnpike Authority, is an overwhelmingly successful operation. The Garden State Parkway, run by the New Jersey Highway Authority, has been having a close call financially.

The Governor said Turnpike bondholders could stop any merger as a violation of their contract with the State.

If the State should buy up bonds of both roads and float a new bond issue in a merged authority, Meyner said extra money would probably have to be paid to the bondholders.

Assemblyman Carmine Savino (R., Bergen) has proposed that the State Highway Department operate the Parkway and Turnpike and that both authorities be abolished.

WILL RUN IN RED

D. Louis Tonti, executive director of the New Jersey Highway Authority, has said the Parkway will be running in the red by 1964 unless free traffic on a 5.7-mile stretch in Essex County is controlled.

Tonti told a newsman yesterday the Authority is studying several plans to confine the local toll-free traffic to one Parkway lane in Essex County and leave the other two lanes open for through traffic.

Another alternative, he said, would be for legislators from the other 20 counties to rescind the 1952 prohibition against tolls on the Essex portion.

Savino said recently it would be outrageous to charge more tolls on the Parkway.

Meyner said he hasn't noticed congestion in his travels on the Parkway in Essex County.

He said he'll meet with Tonti and Dwight R. G. Palmer, State Highway Commissioner, to go over the Parkway's financial setup.

Another idea — to have the State sell a toll-free stretch in Union and Middlesex Counties — found little favor with the Governor. He said the public won't pay tolls on a road it's been getting for free.

November 18, 1958

The Record

TOLL REVENUE FOR PARKWAY SHOWS BOOST

Increase In Bond Debt Service To Cause Dip In Finances

PREDICT DEFICIT

(Special to the Bergen Evening Record)

Red Bank, Nov. 18—The Garden State Parkway is heading for a good year in toll revenue and net income, but the finances may dip low after 1958 as obligations increase.

That was the gist of a report today by Treasurer Sylvester C. Smith Jr., of the New Jersey Highway Authority on Parkway finances for the first 10 months of this year.

"This will probably be one of our very best years financially," Smith said, "but a sharp rise in our bond debt service for 1959 and subsequent years should cut down any sizable balances hereafter."

He noted that annual principal payments on the Authority's $330,000,000 bonds start January 1, 1960. So far the Authority has been paying only interest on the bonds, which were issued to finance construction of the Parkway from one end of the State to the other.

Engineering consultants cited those increasing obligations in warning the Authority recently that it will go into the red by 1964 unless measures are taken to prevent free riders in Essex County from crowding out the needed additional tollpayers. An Essex County section of the Parkway is toll-free by virtue of the 1952 legislation which authorized the project.

PAYMENTS TO INCREASE

Principal payments on the bonds range from $1,051,000 in 1959 (for the Jan. 1, 1960 due date) to $4,248,000 in 1964, and will continue to increase substantially each year through Jan. 1, 1988 when the final $22,005,000 matures. Annual interest payments will amount to more than $9,500,000 throughout the 1959-1964 period.

During the first 10 months this year, the Parkway collected $13,696,458 in tolls as compared to $12,346,278 for the same period of 1957. Total revenue during the same time—including income from Parkway restaurants and earnings on investments—was up from $13,332,384 last year to $14,721,344 this year.

The Authority's net income, after the deduction of operating costs and debt service, was $2,963,212 as of October 31. It was $2,713,464 one year before when operating and debt service requirements were lower.

However, the 1958 balance is likely to go down during the remaining 2 months when traffic usually falls off but maintenance costs rise in the face of winter weather. Also noted is the bond indenture requirement that the Authority's net revenue in each year equal 120 per cent of its total debt service for the 12-month period.

Surplus funds in the past have been consumed by the continuing need for improvements and major repairs such as roadway widenings, additional exit-entrance ramps, and critical drainage problems.

"But the fact remains," Smith said, "that we are now in good financial condition. Our concern is for the future. And yet we are confident that with the understanding and co-operation of the officials and citizens of New Jersey, the Authority can effectively overcome any of the obstacles and maintain the Parkway as a self-supporting road."

Herald News
(Passaic) 1/27/59

Combining Toll Highway Functions

IT is good to learn that studies are under way to determine the feasibility of merging administrative and maintenance functions of the New Jersey Turnpike and the Garden State Parkway.

The two toll road authorities are carefully weighing the desirability of combining certain duplicate work and are trying to determine whether the resultant savings would make this worthwhile. The state attorney general's office and bond attorneys in New York also are studying the possibilities of combining the debt structure of the two authorities. This latter may not be workable but it should not hinder merging administrative and maintenance operations.

No one is certain now just what the savings would be if such work as snow removal, policing, toll supervision, highway repairs and improvements and office work were placed on a joint basis. Some savings are bound to be possible in better use of equipment and less supervisory personnel. Careful analysis will reveal the full story.

These studies come at the right time. The Garden State Parkway has plans ready for a new administrative building on Telegraph Hill. In any merging of administrative functions it would be possible to use the turnpike's administrative center at New Brunswick by building an addition. This would cost much less than a separate building.

Governing Meyner has said he is in favor of a merging operation if it will save money and bring about better service.

The bills Assemblyman Musto, Hudson County, Democrat, has introduced in the Legislature to place both toll roads under the State Highway Department seem pointless. The highway department has its hands full looking after the new superhighways it is building and the state's older roads it is trying to rebuild.

In great measure the success of the two toll roads has been due to the non-salaried, high-caliber appointees who supervise the toll operations. Placing the two authorities directly under the state's thumb might create some well-paying jobs for patronage-hungry politicos but would not guarantee any improvement in economies or better management.

Easton Express
1/28/58

Meyner Thinks Authorities Could Combine Functions

TRENTON (AP) — Gov. Robert B. Meyner thinks money could be saved by combining some functions of the N. J. Turnpike Authority and N. J. Highway Authority.

He told a news conference yesterday he has discussed the idea with Dwight R. G. Palmer, state highway commissioner.

He said one problem is "a certain rivalry" between the Turnpike Authority, which runs the Turnpike, and the Highway Authority, which runs the Garden State Parkway. Each is independent of the state Highway Department.

Meyner said the Turnpike Authority is "super successful" while the Highway Authority is "just barely making a living."

He said the two agencies might get together on maintenance, administration and new construction costs.

Assemblyman William V. Musto (D-Hudson) introduced a bill Monday to transfer the powers and duties of the two authorities to Palmer.

Meyner said he would be sympathetic to such an idea "if it is legal." He has indicated in the past there would be many legal problems, such as provisions protecting the bondholders.

Ocean County Review
2/9/61

Bills Would End Road Authorities

Ocean county Assemblyman W. T. Hiering on Monday sponsored a measure in the assembly authorizing study of the legality and practicality of dissolution of the New Jersey Turnpike and New Jersey Highway Authorities, and transfer of their functions, powers and duties to the State Highway Department. The measure would involve both the Turnpike and Garden State Parkway, and was co-sponsored by Hudson Assemblyman William Musto.

The study commission would consist of six members, three from each house. Mr. Hiering said he felt duplication of effort and economies in costs could be affected by combining such services as engineering, operating maintenance and toll procedures. He also is co-sponsor with Mr. Musto of two other bills, one to place administration of the Highway Authority under direct jurisdiction of the State Highway Commissioner, without study, the other to perform without study the same changeover of the Turnpike Authority.